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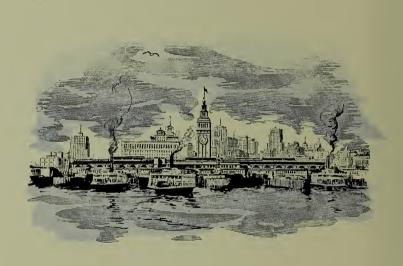
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# BIENNIAL REPORT

OF THE

# Board of State Harbor Commissioners

PORT OF SAN FRANCISCO



For the Fiscal Years Commencing July 1, 1936 And Ending June 30, 1938

Commissioners:

P. W. MEHERIN, President JOS. A. MOORE DR. CELESTINE J. SULLIVAN

GENERAL OFFICES, FERRY BUILDING SAN FRANCISCO, CALIFORNIA

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# Board of State Harbor Commissioners

# COMMISSIONERS

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JOSEPH A. MOORE

Dr. CELESTINE J. SULLIVAN

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SUPERINTENDENT BELT RAILROAD
JOSEPH V. NARDINI

# LETTER OF TRANSMITTAL

October 1, 1938

To His Excellency,

Hon. Frank F. Merriam,

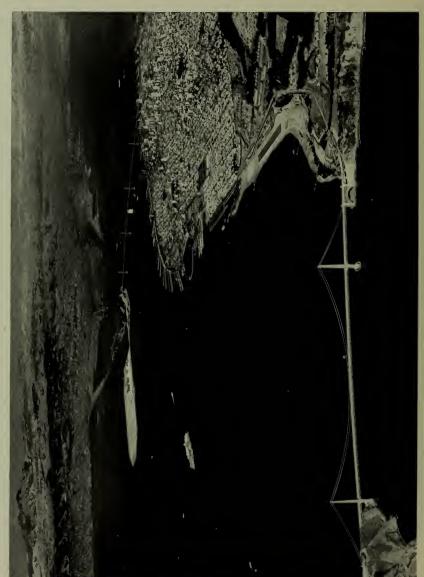
Governor of the State of California.

Dear Sir: In accordance with Section 3507 of the Harbors and Navigation Code of the State of California, the Board of State Harbor Commissioners submits herewith its report for the biennium commencing July 1, 1936, and ending June 30, 1938, the eighty-eighth and eighty-ninth fiscal years.

Respectfully.

BOARD OF STATE HARBOR COMMISSIONERS,

P. W. Meherin, President. Joseph A. Moore. Dr. Celestine J. Sullivan.



AERIAL VIEW OF SAN FRANCISCO HARBOR—GOLDEN GATE BRIDGE SPANS FAMED ENTRANCE

# THE PORT OF SAN FRANCISCO

By P. W. MEHERIN

President, Board of State Harbor Commissioners



It has been aptly said that San Francisco is a world city and its harbor is its charter. San Francisco, the city, has ever been linked with San Francisco, the bay. Trafficking with all peoples, it has become America's most cosmopolitan community.

In consequence of its central location on the Pacific Coast of the United States and its excellent natural conditions, San Francisco Harbor has occupied a position of strategic importance in ocean traffic from the earliest period of its commercial history—and that specific history represents a century, but it has been a century of amazing development.

In reckoning the time factor in the birth and life of the leading seaports of the world, San Francisco is still in its sturdy youth. London was a place for ships to discharge and load goods more than 2,000 years ago, and Bremen, the famous of

"Hansa" port, goes back almost to prehistoric times.

Among the great seaports of the United States, New York, Philadelphia, Boston, Baltimore on the Atlantic seaboard long had been important ports of entry before San Francisco harbor was discovered by white men. In reviewing the galaxy of major seaports of the world, San Francisco today stands stalwart in the front rank. In total value of waterborne commerce it is the second-ranking port of America, and is fourth in volume.

# STABILITY OF COMMERCE

As a rule each port has its own peculiar problems. Geographical and physical conditions vary greatly and local demands are often entirely different. But in the case of the Port of San Francisco, its stability of commerce has been fixed by its diversity of cargoes as well as volume. Its advantageous position on the Pacific has, of course, added greatly to its world trade and its maritime prestige.

What demands are likely to be made for increased dock accommodations and other harbor facilities in this country during the next 25 years, and indeed, what the even more remote future holds in the drama of international waterborne commerce, are matters of prophecy, just as they were many years ago. It can be pointed out,

however, that the Port of San Francisco, owned by the State of California, and under the jurisdiction of the Board of State Harbor Commissioners, possesses potentialities for vast expansion.

One of the first Yankee ships to sail in through the Golden Gate something more than a hundred years ago had a prophet among its crew—Richard Henry Dana. In his famous book, "Two Years Before the Mast," Dana wrote of San Francisco Bay:

"If California ever becomes a prosperous country, this bay will be the center of its prosperity."

Since these words were written, a century has passed—a century of commerce such as even Dana's prophetic eye could hardly have foreseen. The very cove where his ship dropped anchor in 1835 has vanished beneath manmade land. The single canvas shack then standing upon the shore has become the City of today.

Thirteen years later, however, the discovery of gold brought immense trade to the Port of San Francisco;

tides of men rapidly swelled the population, and the fulfillment of Dana's prophecy began.

From the discovery of San Francisco Bay by Portola from the land, and the crew of the San Carlos from the sea, in 1775, up to 1835, the harbor was virtually noncommercial. A trading schooner occasionally entered the Golden Gate for safe anchorage and to trade in hides and tallow, but it was not until the gold rush days of 1848 and 1849 that the port actually had its inception of commerce which constituted the background of its present greatness.

# UNDER STATE MANAGEMENT

In 1863 the harbor came under State management and the first Board of State Harbor Commissioners was created by an act of the legislature. During seventy-five years of changing conditions and pivotal periods of history, the continuous constructive service of the harbor of San Francisco has played an important part in the progress and prosperity of California, and few ports have contributed so vital a part in the commercial development of the Nation.

To nature's bounty in giving to San Francisco one of the finest landlocked harbors of the world, man has added much and done his work well throughout the years.



SAN FRANCISCO'S EMBARCADERO, LOOKING SOUTH FROM FERRY BUILDING ATHWART AND HIGH OVERHEAD RANGES THE BAY BRIDGE

In its evolution to serve modern ocean traffic, the Port of San Francisco is provided with shipping facilities that are today unexcelled anywhere. It is the function of the Board of State Harbor Commissioners to provide these facilities which are designed to handle the immense volume of incoming and outgoing traffic with safety, economy

and dispatch.

Today San Francisco is the only port in the United States where all the activities, rail and water, are coordinated and harmonized under a single control. Low port charges, made possible by nonprofit State administration, benefits and stimulates shipping. Summed up admirably, the United States Board of Engineers for Rivers and Harbors says in an official report: "San Francisco is the only port in the United States where the waterfront is owned and has been developed by the State, and where, also, the public terminal developments have been connected with one another and with rail carriers by the Belt Line, owned and operated by the State. San Francisco is a shining example of efficient control and terminal and interchange facilities. There is no friction, no congestion, no delays at this port."

Through the years it has been the aim of the Board to keep abreast the modern trend in harbor construction; to consistently improve the port's facilities not only to meet present day progress, but to build for posterity and in

preparation for future world trade.

the total tonnage of the port.

The piers, wharves and terminals of the port have been built to withstand the hardest use, to be serviceable and appropriate for each and every trade for which they were designed, and to remain sound for many decades.

### SOUND FINANCIAL STRUCTURE

Then, too, the financial structure of the Port of San Francisco is sound, as may be seen in statistical accounts set forth elsewhere in this 1936-1938 Biennial Report of the Board of State Harbor Commissioners. The harbor's improvement bonds, voted by the people of the State, are always eagerly sought by investors. Recent appraisal fixes the total value of the harbor's property at \$86,000,000.

San Francisco is a port of call for ships of every nation—a tremendous factor in the Western economic structure. Over the great wharves flow a gigantic stream of diversified freight cargoes. Shipping at the port is also measured in terms of passenger service. It is a great west coast gateway for travelers to and from Oriental countries, Hawaii, Australia, New Zealand, India, Central and South America and Europe, and the east coast of the United States via the Panama Canal.

Twelve million people living in eleven western states of the Union make contact with the sealanes of commerce throughout five principal Pacific Coast ports. San Francisco, because of its geographical situation, its fine harbor and its excellent facilities for handling ocean traffic, is the key port of the Pacific Coast area.

Eminent authorities declare that the chief function of a seaport is to facilitate the movement of goods between its own region and the regions of other seaports, and that the stability of commerce of a port is based upon the diversity of cargoes received and shipped. In variety of domestic and foreign commerce handled over its piers, the Port of San Francisco is outstanding on the Pacific Coast in that no one commodity represents any appreciable value of

# GATEWAY FOR INLAND EMPIRE

Distinctive on the Pacific as a combined river and bay port, San Francisco is located near the confluence of the large, navigable rivers, the Sacramento and the San Joaquin, which empty into the bay. It is the gateway to the markets of the world for the products of the great Central Valleys of California which have today more than 3,000,000 acres of highly productive land under irrigation. There is shipped from these valley regions through the Port of San Francisco a yearly average of about 4,500,000 tons of produce. Through the medium of the State Grain Terminal, the State Shipside Refrigeration Terminal and other facilities, the Board of State Harbor Commissioners gives every possible aid to the farmers and fruit growers in marketing their seasonal crops.

Californians are proud of San Francisco harbor, and rightfully so. If there be any who are fretful of passing business lulls which have beset the port from time to time, let them take assurance that it has what it takes to make a great world seaport; that for one thing, it has at its back a vastly rich and fast growing hinterland, and that agriculture is the backbone of California. Waterfront labor disputes have largely been composed by definite contractive

arrangement, and men of the shipping industry turn to the brighter side of the shield.

# KNOW YOUR HARBOR

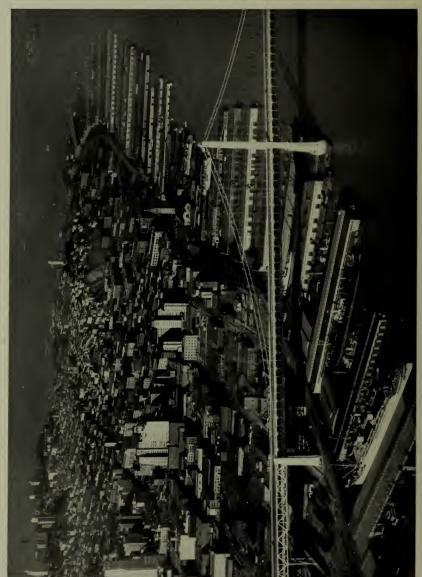
To be convinced of its greatness and that it will ultimately achieve its destiny, as the first port of the world, one need only to look about San Francisco harbor. Pause to ponder the vastness of its natural resources and its potentialities for expansion, consider how far it has progressed even in the last twenty-five years it has been under State operation; reckon the transport lines that converge on the waterfront; view again the Golden Gate and its enchanting vista; gaze intently upon the two mighty bridges that span the bay; the Magic City on Treasure Island, home of the Golden Gate International Exposition two miles off the shoreline of San Francisco, and, above all look forward! You'll be cheered by the picture.

San Francisco and her sister cities of the bay area will be host to the world during the 1939 Exposition on Treasure Island. Hundreds of thousands of visitors from all points in this country and from all parts of the world will come to see its assembled wonders. The harbor and its equipment are an essential part of the impressive panorama that

will unfold to our World Fair guests.

### HARBOR HIGHLIGHTS

In the event you haven't available at the moment something better in the way of epitomized facts about the harbor, here are a few streamlined ones you may impart to your visitors:



THE IMPRESSIVE WATERFRONT OF SAN FRANCISCO, WITH THE CITY IN THE BACKGROUND, AS IT APPEARS FROM AN AIRPLANE

San Francisco harbor is one of the great ports of the world. First on the Pacific, second among the American ports in total value of waterborne commerce. For 75 years it has been managed by the State of California; all modern facilities of this great world port are controlled and operated by the Board of State Harbor Commissioners appointed by the Governor

The ambit of San Francisco Harbor is not local—the world is its market place. Golden gateway to the Orient,

Hawaiian Islands, Australia, India, Europe, Mexico, Central and South America.

The port has 43 piers available for handling general cargo; 17.5 miles of berthing space; 193 acres of cargo space; terminals and warehouses for special cargo—a grand total land area of 1,912 acres owned by the State of California. A shipside refrigeration and products terminal equipped with modern facilities for handling and storing agricultural products and perishable commodities in transit; a grain terminal for cleaning, grading and loading grain for export; special facilities for the promotion and development of the fishing industry at Fisherman's world-renowned wharf; tanks and pipelines for handling Oriental vegetable oils and molasses; furnigating plants for cotton; lumber terminals.

The entire waterfront and adjacent warehouses and industries are served by the State Belt Railroad, which has 66 miles of track and direct connections with all transcontinental and local railroads. The Embarcadero, a broad

street extending the length of the waterfront, permits orderly and rapid trucking.

A passenger terminal, the world famed Ferry Building is situated flush with the water front at the foot of Market Street.

San Francisco Harbor pays its own way, no funds coming out of general taxation for its construction or mainte-

nance. Due to non-profit operations, port charges are low and encourage and stimulate shipping.

The Port's ensemble of wharves, piers, terminals and commercial shipping facilities virtually as they exist today, have been constructed during the last 28 years and are valued at close to \$42,000,000. All the facilities of the port are appraised at \$86,000,000. Due to its natural advantages, its modern equipment, its efficient terminal interchange by means of the State Belt Railroad, the port ranks high in serving modern ocean traffic.



WHEN THE PORT WAS YOUNG-AUTHENTICATED VIEW OF SAN FRANCISCO IN 1849

The Port of San Francisco, physically efficient with modern facilities, is well prepared to meet expansion in world trade. Five miles of the water front are still available for piers, wharves, channels and industries.

The chief imports through the Port of San Francisco are copra, sugar, coffee, paper and paper products, vegetable oils, iron and steel products, fertilizer, burlap, nitrates, sand, ore, cement, chalk, petroleum products and lumber.

The leading exports are petroleum products, canned goods, dried fruit, fresh fruit, lumber, flour, rice, canned and cured fish, explosives, tin plate, barley, paint, machinery, raw cotton, asphalt, fertilizer and zinc.

Tonnage figures, financial statements, departmental reports and other factual information bearing on the affairs of the Port of San Francisco will be found in a section of this 1936-1938 Report of the Board of State Harbor Commissioners. Read them; study them, and you will really KNOW YOUR PORT.

### HISTORICAL BACKGROUND

"The most magnificent bay on all the west coast of the Americas was found by Portola from the land, and by a crew of a Spanish packet, San Carlos, from the sea, and it was named San Francisco for St. Francis of Assisi."

That was in 1775, some two hundred years after Cabrillo, Drake, Vancouver, and other stout adventurers of Spain and England sailed up and down the west coast of America in quest of some such anchorage, and failed to find it.

History points out that the early navigators and settlers readily learned the native Indians of the bay country were timorous of the sea, and had never mastered its mysteries.



MODERN OCEAN TRAFFIC NEGOTIATING THE CHANNEL, NEAR THE THIRD STREET BRIDGE, PORT OF SAN FRANCISCO



FOREIGN-FLAG FREIGHTER LOADING FULL CARGO OF FABRICATED STEEL AND IRON AT PIER 45—SHED B

Documents of the time and consensus of valid opinion are in accord that Commander Juan Manuel de Ayala, his pilots and sailormen of the San Carlos were the first human beings known to have sailed into or upon San Francisco Bay. They entered the Golden Gate on August 5, 1775, and dropped anchor at what was later known as Presidio Anchorage. This was six years after Don Gaspar de Portola looked upon the great bay from atop the brown hills on its ample shores.

The work of de Ayala in safely passing the straits and bringing his boat into the new-found, great landlocked harbor was greatly appreciated by the then viceroy of Spain. It also "mightily rejoiced his majesty, the King of

Spain.

While de Ayala is believed to have been a man of broader vision than Portola, it is a near certainty that he had no dream of a day when the land surrounding his little packet boat would be the site of great populous cities that would have need of tremendous bridges of steel to span the harbor entrance and the bay proper in order to meet the demands of twentieth century commerce.

For a quarter of a century after de Ayala viewed the wooded hills about the bay from the San Carlos' decks, but few vessels found their way in through the Golden Gate. Then one day in April, 1806, the Russian trading schooner Juno, down from the northern settlements of Alaska for supplies of meat and grain, dropped anchor off the shores of Yerba Buena, and San Francisco's first waterborne commerce had its beginning. It was at this anchorage that the English sloop Raccoon lay when she entered the port in 1816, to hear the news of Waterloo.



TRANSPACIFIC LINERS, AT PIERS SOUTH OF THE FERRY BUILDING, "WORKING CARGO" IN PREPARATION FOR DEPARTURE

The first suggestion of possible development of the port occurred under the Mexican regime in 1835. Before that date San Francisco was not a port of entry, and would-be traders were expected to go to Monterey for official pratique. In 1837 Captain W. A. Richardson, erstwhile mate of a British merchant ship, was appointed "Captain of the Port" by Governor Mariano Goudeloupe Vallejo.

In 1849 the harbor was filled with ships—idle because their crews deserted to become miners in the great gold rush. The ships grounded at the wharfs, became shops, hotels, warehouses, sunk in the mud and were built over; the growing city was born in the sea. In that year the first steamer, "California," began to ply between Panama and San Francisco.

Men of middle age today who are still active in the shipping and commerce of the port can remember when the waterfront was a forest of tall masts and long spars, with their hempen foliage. The fleets brought coal and carried to Europe California's staples of wheat and wool.

Gradually the sails were reefed before the intrusion of steam and electricity. The sprawling docks of the early period gave way to modern harbor development started when the State took over control in 1863. Today many miles of great modern piers jut out into San Francisco Bay.



LOADING SACKED BARLEY AT THE STATE GRAIN TERMINAL, ISLAIS CREEK, FOR DELIVERY IN FOREIGN MARKETS

# STATE GRAIN TERMINAL

Installation and maintenance of modern terminal facilities designed to aid the farmers of California in marketing their seasonal crops with speed and economy, is a policy to which the San Francisco Harbor Board is definitely committed.

As a result of the affluent production of grain, particularly barley, in the Central Pacific Area, there are seasons of the year when these field crops for export move through the Port of San Francisco in large volume.

Ships and barges full-laden with bulk and sacked barley move down the rivers into San Francisco Bay from the Central Valley regions of California and discharge their loads at the State-owned Islais Creek Terminal. The plant is given over almost entirely to the handling of barley.

Here the barley is given necessary treatment before being reloaded for shipment abroad or across-country by rail. The barley is cleaned and graded with modern machine installation. At intervals during the 1937 season, as much as 50,000 tons of sacked barley was stored in the terminal awaiting shipment. An average of 125,000 tons of the grain is handled yearly at this storage manipulating and transfer plant.

The Islais Creek Grain terminal is 1,250 feet long and 220 feet wide, with adequate wharf space, and is equipped throughout with modern machinery. This State facility, while under the jurisdiction of the Board of State Harbor Commissioners, is operated by a private corporation by rental arrangement.

Opened in 1923 as a relatively small unit, the terminal has been extended by various additions and mechanical installations to meet the ever-growing demands during the barley shipping seasons. In order to permit the handling of larger proportions in bulk, both inbound and outbound, an additional elevator building and bins were constructed at the plant in 1932 by direction of the present Harbor Board.

# TERMINAL CAPACITY

The total area occupied by the grain terminal, including sheds, wharves, driveways, railroad tracks and trucking platform is 341,600 square feet. Of this the shed area covers 254,320 feet. The bin capacity for bulk grain is 1,100 tons. Bulk unloading capacity is 90 tons per hour; loading capacity to ship, 200 tons per hour; loading capacity to car per hour, 160 tons. The cleaning capacity per hour is 80 tons.

Machinery equipment, including power shovels, bucket elevators, belt conveyors and spouts for bulk grain, belt conveyors for sacked grain and cleaning machinery is all motor-driven.

The grain terminal is conveniently located in the Islais Creek channel, about half a mile from the bay pierhead line. The channel is kept dredged to from 25 to 35 feet so that grain ships and barges from up-river go handily alongside the terminal and discharge and load. The channel runs almost due north from the bay a distance inland of about a mile.

The elevator building of the plant, a five-story structure, is located on the channel side and is adjacent to the depressed railroad tracks, a part of the State Belt Railroad system.

The bin structure extends from the new elevator building to the existing grading building. The buildings are all constructed of timber with corrugated galvanized iron over all. The large warehouses with their concrete floors provide safe, clean storage free from rodents.

# ISLAIS CREEK ACTIVITIES

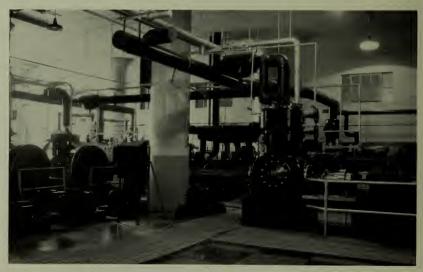
In addition to the State Grain Terminal, which is most conveniently located for the handling of grain shipments either by rail or water on property under the jurisdiction of the Board of State Harbor Commissioners in the Islais Creek district of the Port of San Francisco, other public services also operate in this important water front area. 'A large part of these industrial lands are leased for lumber storage, an industry that is one of the mainstays of the port both in shipping and distribution. Plants for canning sardines and the reduction of sardines into oil and fishmeal operate in this locality. One of the major broadcasting organizations has a parcel of this land under lease. Other sections in the district are leased by oil companies for temporary storage and distribution purposes.



STATE GRAIN TERMINAL OF THE PORT OF SAN FRANCISCO—VIEWED FROM THE CHANNEL SIDE



SCENE AT STATE SHIPSIDE REFRIGERATION TERMINAL, CHINA BASIN—LOADING CALIFORNIA FRESH FRUITS FOR EXPORT



INTERIOR VIEW, STATE REFRIGERATION TERMINAL, SHOWING COMPRESSOR ROOM

# STATE REFRIGERATION TERMINAL

The State-owned and operated shipside Refrigeration Terminal, conveniently located in the China Basin area of the San Francisco waterfront, has proved of invaluable assistance to the farmers and fruitgrowers of the great Central Valleys of California in the movement of fresh fruits to foreign markets—and in getting them there in perfect condition

Fully equipped with every modern refrigeration facility, immense quantities of seasonal fresh fruits are received, handled, precooled and otherwise made ready for export at the plant. Movement of the fruit to eastern markets of the United States is also facilitated.

The large measure of business with fruitgrowers that has developed at this State terminal in the last six years has definitely stamped it as one of the outstanding facilities of the harbor.

Always mindful that San Francisco Harbor is the natural gateway to the markets of the world for the abounding products of the vast and resourceful agricultural regions contiguous to this port, the Board of State Harbor Commissioners has made liberal provision for the development and maintenance of every facility at the harbor that would aid agriculture and expedite the movement of crops. The State Refrigeration Terminal and the State Grain Terminal are among the units of port equipment that have justified this policy.

Some idea of the sizeable foreign business that has grown up in recent years in the export of Northern California deciduous fresh fruits may be had when it is pointed out that during 1938 fruit season a total of 750,000 packages of fresh fruits for export were handled through the facilities of the State's refrigeration plant in San Francisco Harbor. This was approximately 200,000 more packages than passed through the terminal in 1937. The gain is attributed to the inexorable law of supply and demand—unusually large crops and a brisk foreign demand for California's fresh, luscious peers, plums, grapes and apples.

The United Kingdom takes the greatest volume of our fresh fruits, beginning with the early variety of plums

late in May or early June. By mid-summer pears, grapes and apples are moving in heavy shipments.

Some of the early fresh fruits for export and domestic consumption go forward in intercoastal ships provided with refrigeration space and in refrigeration rail cars to the Atlantic seaboard, but the great bulk of the exports of fresh fruits go forward to the European Continent and the Far East in vessels equipped with refrigeration.

In season, the fresh fruits are brought in from the back country by rail cars and motor trucks and delivered at the China Basin refrigeration terminal. The turnover there is rapid. Fresh fruits for export can be precooled and made ready for loading on ships alongside in forty-eight hours and less from the time shipments are received from the valley regions.

The plant occupies all the second floor of the State Products Terminal Building, the foundations of which are capable of supporting four additional floors. Some 450,000 cubic feet of refrigeration space is available and there is capacity for more than 200,000 packages for precooling at one time.

The storage space at the plant is located adjacent to the second floor trucking platform on the land side, and the ship loading platform on the water side. The terminal is served by two depressed railroad tracks and one flush track which connects with the State Belt Railroad.

Work on a two-story reinforced concrete addition to the State Products Terminal Building at Berry and Channel Streets, is now well under way and is expected to be completed early in 1939. It will cost about \$250,000.

### WATER FRONT INDUSTRIAL LANDS

The total area of undeveloped property under the jurisdiction of the Board of State Harbor Commissioners is approximately 430 acres. This includes Central Basin, India Basin, Drydock Basin, South Basin, the area between the pierhead and bulkhead lines south of China Basin and the area included in the India Basin purchase located between Islais Creek and India Basin proper. The last named tract is available for industrial development. Approximately 37 acres of this area has been reclaimed, and 25 acres are still available for industrial purposes. The remainder of the tract, comprising some 128 acres, is at present unreclaimed.



MODERN SHIPS LINEUP FOR FRESH FRUIT CARGOES FOR FOREIGN DELIVERY





# THE GREAT CENTRAL VALLEYS

Out of the great Central Valleys of California—the Sacramento and the San Joaquin—pours an avalanche of golden wealth every month in the year. It is an area perhaps unrivaled in the world for the wealth and diversity of its resources.

From 3,000,000 acres under irrigation in these two valleys there normally is produced crop and livestock income of nearly \$500,000,000 a year.

The irrigated lands, together with the improvements on them and the money expended in preparing the lands for irrigation, represents an investment of \$1,333,000,000 according to United States census reports. An additional \$600,000.000 is invested in orchards and vinevards.

San Francisco Harbor is essentially related to this great Inland Empire in that it is the natural gateway to the markets of the world for its abounding field crops, its fruits and vegetables and its livestock and livestock products.

Fifty-three per cent of the State's total crop value as reported by the Federal census, and 77 per cent of the livestock value on farms, are attributed to the Central Pacific Coast area contiguous to San Francisco.

Through San Francisco Harbor, destined to the ports of America and the world, annually pass millions of cases of canned fruits and vegetables, hundreds of thousands of tons of dried fruit and millions of boxes of fresh products.

# LIFE BLOOD OF THE HARBOR

This vast, rich and growing agricultural region sometimes referred to as a "Two Billion Dollar Empire"—drained by the Sacramento River and the San Joaquin River into San Francisco Bay, contributes a large part of the total tonnage handled over the piers of the Port of San Francisco. From this trade territory comes an average of about 4,500,000 tons a year to the Port.

Census and crop reports of the State and Federal governments tell graphically the importance of the yield of the fields and orchards of the Central Valleys of California.

Three-fourths of the world's supply of grapes, raisins and dried fruits comes from the highly productive lands in the Central Valleys. Fully one-fourth of all the vegetables purchased by the American housewife comes from the same region.

These great inland valleys which comprise an important part of San Francisco's back country, produce immense volume and numerous variety of fruits, vegetables, field crops and live stock. Deciduous and citrus fruits, nuts, olives, cotton, truck crops, and grains, including rice, predominate. Cattle, sheep, swine and poultry are raised in abundance.

And yet, great as is the productivity of the Sacramento and the San Joaquin Valleys where irrigation is available, the agricultural potentialities are vast. There are millions of acres on the valley floor and in the marginal plains and foothills awaiting intensive production.



HUGE TRACTORS PREPARE THE VALLEY LANDS FOR AFFLUENT PRODUCTION



THIS ORCHARD VIEW IS TYPICAL OF MANY CALIFORNIA VALLEY AREAS—DESPITE THE MODERN TREND, FRUIT-PICKING IS STILL DONE BY HAND



THIS VIEW SHOWS THAT THE CHOICEST PRODUCTS OF TEMPERATE ZONE AND SUB-TROPICS ARE GROWN ALIKE IN CALIFORNIA CENTRAL VALLEY REGIONS

California's mighty \$170,000,000 Central Valleys Project, now on the way to realization, by conserving water and distributing it through the inland empire, will make possible extensive development for the immediate future. But it is only the beginning of a greater and more far-reaching plan which will make California truly the garden spot of the world.

Of the fifty-eight counties in California, twenty-two comprise the great agricultural empire, about 425 miles in length and from 30 to 50 miles in width, drained by the Sacramento and the San Joaquin rivers, navigable streams that empty into San Francisco Bay.

### THE GREAT SACRAMENTO VALLEY

The Sacramento Valley northeast of San Francisco, is 175 miles long and from 30 to 50 miles wide and contains 2,900,000 acres of land on the valley floor and 2,300,000 acres in its marginal plains and foothills. Something about 1,000,000 acres in the valley are now under irrigation. These acreages have been growing rapidly.

The San Joaquin Valley, east and south of San Francisco, is 250 miles long and 40 miles wide and comprises the largest continuous block of agricultural land in the State, or about 8,400,000 acres. About one-half of all the

lands now under irrigation in California are in the San Joaquin Valley.

Agricultural production in the Sacramento and the San Joaquin Valleys depends chiefly upon irrigation developments and the great Central Valleys Project, conserving and stabilizing water now wasted to the sea, is intended to provide sufficient water for irrigation in all seasons of the year.

In the early days following the Gold Rush of the late '40s and early '50s grain and farming without irrigation predominated. This rapidly displaced the cattle industry on the more favorably situated lands and grew to large magnitude. Up to 1885, the growth of agriculture and the increase of agricultural production were obtained by an increase in farm area, mostly by dry farming.

Agriculture in the valleys as it exists today originated with the early adoption of irrigation, which coupled with the fertile soils and equable climate, was found to provide an unusually favorable combination for the growing of fruits and vegetables and almost all varieties of croops.



# 3,000,000 ACRES IRRIGATED

Up to the beginning of the century the growth of irrigation was slow. Since 1900, however, the area irrigated has increased rapidly until at the present time nearly 3,000,000 acres are irrigated in the Sacramento and San Joaquin Valleys—a greater area than that irrigated in all the Federal reclamation projects in the West.

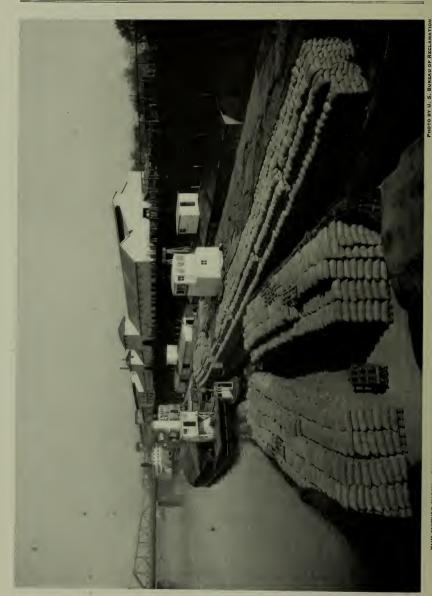
The bulk of the present agricultural production depends upon irrigation and hence irrigation is of paramount importance. The crops grown in the Sacramento and San Joaquin Valleys by irrigation largely are what may be termed specialty crops which are not grown on any large commercial scale elsewhere in the nation.

Such crops as lemons, raisins, apricots, prunes, figs, olives, almonds, English walnuts, canning asparagus, canning spinach and several truck crops during the year are some of the important specialty crops grown.

These are marketed throughout the United States and in foreign nations as well. The great bulk of these crops are waterborne to their destinations and are handled through the facilities of the Port of San Francisco.

Although cotton, in terms of dollar value, ranks as a relatively minor California crop, its economic importance to the State is increasing steadily. The soil and climate of a certain section of the San Joaquin Valley is extremely favorable to the production of long-fibre, premium grade cotton on the highest per-acre yield in the United States. Of the 620,000 acres of cotton harvested in the State in 1937, 589,600 were in San Joaquin Valley. Expansion of California's cotton acreage in the last decade has been marked.

Other agricultural products of the Sacramento and San Joaquin Valleys, such as forage, live stock and dairy products, are important but these are consumed largely within the State.



THIS PICTURE SHOWS A BRISK BARGE BUSINESS AT SACRAMENTO WHARVES—SACKED GRAIN FOR WORLD MARKETS THROUGH THE PORT OF SAN FRANCISCO

# SOIL WORKS ALL YEAR

California is America's first ranking agricultural state, a position largely attained through the farming activities in the Central Valleys, where irrigation plays a more important role than it does anywhere else in the country.

In this region there is no such thing as quarter-year production as obtains in some snowbound states. Here, there is nothing wasted for the soil works for the farmer twelve months in the year.

The latest statistical reports of the United States Department of Agriculture tell the story graphically of truck crops. In acreage, for example, here is how the leading ten states ranked in 1937:

	For Market	For Canning	Total
California	361,690	148,870	510,560
Texas	244,950	26,600	271,550
Indiana	26,640	154,520	181,160
Wisconsin	13,110	165,950	179,060
Maryland	32,070	133,570	165,640
New York	71,390	93,000	164,390
Florida	151,650	3,750	155,400
New Jersey	105,030	49,500	154,530
Illinois	19,290	124,270	143,560
Minnesota	6,330	100,290	106,620

In so far as cash income from truck crops is concerned, here is how the leaders placed in 1937:

	For Market	For Canning	Total
California	\$72,401,000	\$12,677,000	\$85,078,000
Florida	25,586,000	131,000	25,717,000
New York	13,159,000	5,357,000	18,516,000
Texas	15,367,000	547,000	15,914,000
New Jersey	12,259,000	2.869.000	15,128,000
Arizona	9,522,000	7.000	9,529,000
Michigan	5,991,000	2,794,000	8.785.000
Indiana	2,391,000	6,180,000	8,571,000
Maryland	2,812,000	5,286,000	8.098.000
Ohio	1,982,000	1,770,000	3,752,000

Represented by 6,145,000 tons, the combined farm value of the main California fruit and nut crops of 1937

was estimated as \$205,255,000 by the California Cooperative Crop Reporting Service.

This was an increase of 33 per cent in tonnage and 12 per cent in farm value over 1936. All of the crops are raised in major proportions in the Central Valleys, the waterborne output of which is chiefly serviced through the facilities of the Port of San Francisco



PHOTO BY U. S. BUREAU OF RECLAMATION

VIEW OF A FLOURISHING RICE FIELD IN THE SACRAMENTO VALLEY



OUTLINED AGAINST THE SHOULDERS OF THE SACRAMENTO RIVER CANYON IS THE FUTURE AXIS OF
THE GIANT SHASTA DAM OF THE CENTRAL VALLEY PROJECT



GENERAL VIEW OF HUGE SUGAR REFINERY AT CROCKETT—ONE OF MANY TRADE TERRITORY INDUSTRIES SERVED THROUGH THE PORT OF SAN FRANCISCO

# INLAND WATERWAYS TONNAGE

The great agricultural empire drained by the Sacramento River and the San Joaquin River and tributary streams flowing into San Francisco Bay contributed a very substantial part of the total tonnage that passed over the piers of the port. The following table shows the tonnage by years during the twelve-year period, 1927-1938, inclusive:

1927	4,637,621	1932	4,461,869	1937 4,230,249
1928	4,372,222	1933	3,950,744	1938 3,461,847
1929	4,657,884	1934	3,957,603	
1930	5,561,929	1935	4,148,662	Total 53,029,575
1931	5,396,295	1936	4,192,650	

# INLAND EMPIRE KEYNOTES

The following brief paragraphs, supported by census and crop reports of the State and Federal governments, show—at a glance—the importance of the great Central Valleys as a food basket for the nation:

California ranks high in production of fruits and nuts, and vegetables and grains, and the fertile Sacramento and San Joaquin Valleys, through the magic of irrigation waters and plentiful sunshine, play a major role in the drama of agricultural superiority for the Golden State.

California produces nearly half of the nation's fruits and nuts, leading her nearest competitor by 6 to 1.

California produces 49 per cent of the nation's peaches, leading Georgia, her nearest competitor, by 4 to 1; California packs 98 per cent of the world's canned peaches, 44 per cent of the canning clings being produced in the Sacramento region.

California packs 60 per cent of the nation's canned pears and 40 per cent of car lot shipments of fresh pears; 57.6 per cent of the state's acreage is in the Sacramento area.

California leads in plums and prunes, producing twice as many tons of fresh fruits as her nearest competitor, and seven times as much dried fruit as the same state; 57.4 per cent of California's plums and 31 per cent of the prunes are grown in the Sacramento region.

California has 95 per cent of the nation's acreage of apricots, the Sacramento Valley being a heavy producer. California produces 90 per cent of the nation's supply of grapes. Both the Sacramento and San Joaquin Valleys

abound with vineyards.

California ranks first in the value of her cherry crop, even though the production ranks her third; the Sacramento region is major producing area.

California grows 71 per cent of the nation's crop of oranges with Sacramento County oranges regularly reaching the market first. California has a monopoly on ripe olives, 44.2 per cent being produced in the Sacramento area.

### ADJACENT VALLEYS

San Francisco, America's second-ranking harbor, not only is the hub of the gigantic industry of the soil of the Sacramento and San Joaquin Valleys, but it is the center for distribution of the products of the rich agricultural stock and poultry raising areas immediately south and north of San Francisco Bay.

The Santa Clara, Salinas and Pajaro valleys, and the Sonoma and Napa valleys are particularly important contributors to the commercial life of the harbor.

Methods of transport of farm products between these particular districts and San Francisco's water front is three-way—barge, rail and truck. The movement is also facilitated by the State-owned Belt Railroad.

Since the openings of the San Francisco-Oakland Bay Bridge and the Golden Gate Bridge trucking over the spans to and from the harbor has increased steadily.

The Santa Clara Valley, directly to the south of San Francisco, is prominent in the production of prunes, apricots, cherries, pears and generally is one of the most intensive fruit production areas in the world.

The Sonoma and Napa valleys on the north are rich in fertility; prunes, apples, pears, table grapes and wine grapes are among the leading fruit crops. The region is also widely known for poultry production.

The Salinas and Pajaro valleys, and the area directly bordering on San Francisco Bay, produce a wide range of field, fruit, vegetable and grain crops, and are also important stock and poultry raising centers. These valleys also produce immense quantities of lettuce. They are the "salad bowls" of the country.

# INDUSTRIAL TONNAGE

In addition to the fabulously productive near-by agricultural area which San Francisco Harbor serves as the natural gateway for transportation, the commercial life of the harbor is very materially stimulated by the varied activities of scores of major industries situated in the San Francisco Bay trade territory.

In San Francisco's immediate trade range are concentrated some of the nation's basic industries. They include a great chain of oil refineries and petroleum products' distributing centers; sugar refineries; smelters and smelting refineries; powder works; chemical plants; numerous shipbuilding plants and drydocks; including Mare Island Navy Yard; iron works; cotton compressing installations and extensive facilities for handling of lumber.

Important among the trade commodity industries in the Bay area, and one that figures potently in the tonnage totals of the Port of San Francisco, is the earning of fruits, vegetables and fish. The territory contiguous to San Francisco is also the center of the wine industry, which with grapes, ranks as the second largest in California agriculture.

In hundreds of factories dotting the shores of San Francisco Bay almost every known article is fabricated and the output surges into old and new fields of profit in world trade.

Seventy per cent of the nation's gold production comes from the western states, and nearly one-half of this amount comes from the mines in the immediate trade territory to San Francisco, adjacent to the pioneers' first discovery.



THE STATE BELT RAILROAD IS AN OUTSTANDING HARBOR FACILITY—VIEW OF FREIGHT MOVEMENT ON THE EMBARCADERO



GENERAL CARGO MAKES UP THE BULK OF SAN FRANCISCO'S TONNAGE. THIS PICTURE SHOWS MORE THAN 200 CARLOADS OF DIVERSIFIED MERCHANDISE ASSEMBLED ON ONE PIER FOR SHIPMENT

# TERMINAL INTERCHANGE FACILITIES



Steamship companies operating through the Port of San Francisco offer passenger and freight service to all parts of the world. However, ocean trade is not a direct process. More than water transportation facilities are required to make a successful harbor and a busy port.

Cargoes for outbound ships do not spring up at the waterside. They are carried there by rail and truck and then stowed in the ocean carrier.

Incoming ships discharge cargo burdens at the waterline, and there again they pass over the piers and are loaded into railroad freight cars and automotive trucks for speedy overland delivery to destinations throughout the nation.

Participating in this altogether necessary function of convergent terminal interchange facilities at the Port of San Francisco are three Class I transcontinental railroads, a number of shortline railways, innumerable highway carrier systems, and the efficient switching system of the Stateowned Belt Railroad, which serves all piers, terminals and warehouses on the waterfront.

The three Class 1 railroads serving San Francisco operate or are connected with seven major continental routes serving all parts of the United States, Canada and Mexico, and the State Belt Line switches for all of them.

More than thirty common carrier truck lines, regulated by State and Federal commissions, radiate from San Francisco, serving California and neighboring states. Four transcontinental bus lines have terminals here.

Three modern air terminals are within thirty minutes of downtown San Francisco, including the trans-Pacific air line with a San Francisco harbor base on Treasure Island, home of the Golden Gate International Exposition.

Facilities for both freight and passenger transportation are excellent—and they are constantly being improved.

# STATE BELT RAILROAD A MAJOR FACILITY

The State Belt Railroad with its 70 miles of track along the Embarcadero is the connecting link between land and water transportation lines that converge at the Port of San Francisco.

In the port's system of coordinated activities, land and water, harmonized under a single control, the Stateowned Belt Line's efficient switching system, is an indispensable factor because it is the vehicle which prevents congestion and promotes dispatch and economy in the transfer of goods from ship to shore and shore to ship.

The State Belt Railroad has played an important part in the long-range harbor development program which has made San Francisco the first port of the Pacific.

The chief function of the State Belt Railroad is that of bringing ship and railroad car close together, side by side, when possible. Development and extension of the Belt Line's switching system has kept pace with every phase of terminal and interchange development and has improved its service constantly until today it offers the most complete harbor rail switching system anywhere in the country.

The Belt Line operates on the Embarcadero, a busy marginal thoroughfare 200 feet wide, located behind the great seawall. The system connects directly with transcontinental and shortline railroads, with pier rails and with trackage maintained by industrial warehouses on the water front. The Belt Line handles an average of 450 freight cars daily.

By means of this highly important facility, goods may be unloaded from the ship's side at San Francisco, trucked into the awaiting freight cars and switched off on a railroad journey to Mexico or New York without further transfer.

# SERVES ENTIRE WATER FRONT

Operated since 1890 under the Board of State Harbor Commissioners, the road was originally confined to the waterfront north of Market Street. The Belt Line crossed to the southern Embarcadero in 1912 and gradually extended its rails in both directions as the line of San Francisco's piers lengthened. Today the tracks extend from the Presidio to Islais Creek.

Physical properties of the road include, in addition to its 70 miles of track, seven locomotives, several cars, its one shops opposite Pier 27 and three barge slips, at Piers 45, 43 and 36. Fulltime employees of the Belt Line total one hundred and fifty.

By means of the Belt Line's switching system traffic moves to and from the piers with smoothness and facility. The flat switching charge between any two points serves to avoid overdevelopment and congestion. The road is an important link in ear-barging operations on the bay, an important industry by itself.

It is a matter of record that the idea of such a railroad was first officially conceived by the Harbor Commission in 1873, but it was not until 1889 that a law was passed authorizing its construction.

The road was a small affair in 1890 when the first unit was built. Its total length was about a mile. The system was primitive, but it served a good pioneer purpose and as the nucleus of the present-day State Belt Railroad.



THE PHOTOGRAPH OF THIS GIANT 74-PASSENGER TRANSOCEANIC CLIPPER PLANE WAS TAKEN AS IT APPROACHED ITS NEW SAN FRANCISCO HARBOR BASE ON ITS INITIAL FLIGHT



GENERAL VIEW OF HANGAR B, ONE OF TWO SUCH STRUCTURES COMPLETED AT TREASURE ISLAND AT A COST OF \$450,000 EACH

# THE CLIPPER SHIPS



Within the last few years the Clipper Ships have become an accepted and important part of the activities in San Francisco Harbor. The huge Clippers fly weekly schedules from this port to the Orient with passengers, mail and express. This ocean-air service has accelerated the tempo of trade intercourse with the Orient, just as definitely as the bridges have unified the San Francisco Bay Area in new efficiency.

A definite and concrete future for San Francisco in the field of international air transport was assured when in August, 1938, Pan American Airways signed with the City of San Francisco a ten-year lease beginning in 1940, and with the option of ten-year renewal, for use of hangar and seaplane facilities on Treasure Island.

In order to make the new arrangement effective immediately and through 1939, the air company entered into agreements with the Golden Gate International Exposition whereby the trans-Pacific Clippers are enabled to use in regular operation the new mid-bay man-made island during Exposition year.

Pan American Airways will operate from Hangar B, one of the two giant heavier-than-air hangars which have been constructed on the Island at a cost of \$450,000 each. These hangars of steel and concrete construction, each

measuring 287 x 335 feet and 40 feet high, are the largest airplane hangars. The operating headquarters of Pan American Airways trans-Pacific airline is housed in the permanent Administration Building on Treasure Island.

It is announced by Pan American Airways that it will have in operation from the new San Francisco Harbor base in 1939 the first of the fleet of four 74-passenger transoceanic Clipper planes. They are rated as the largest commercial airplanes ever built. The new Clippers, each with a gross weight of 41½ tons and manned by a crew of ten, are twice as large as the Clippers which pioneered the trans-Pacific air route from San Francisco to the Orient and which in the past several years proved the feasibility of regular air transport service from San Francisco Harbor across the world's largest ocean to the Philippines and China.

# WORLD'S LARGEST HARBOR

San Francisco is the largest landlocked harbor in the world, having an area of 450 square miles and a shoreline 100 miles in length. It is 48 miles long and has a maximum width of 13 miles. Surrounded by high hills and bluffs, it is so thoroughly protected that the annual damage to shipping from storms is practically nil.

The Golden Gate is three miles long, nearly a mile wide at its narrowest part and has a minimum depth of 105 feet. Directly under the Golden Gate Bridge the main channel is about 325 feet deep. Three deep channels connect the open sea with the Golden Gate. The north, or Bonita channel, has a minimum depth at low tide of 54 feet and is more than 2,000 feet wide. In recent years the central, or main channel has been dredged to a depth of 47 feet at low tide. The south channel has a depth of about 3 feet at low tide.

In the Port of San Francisco the depth of the water at pier ends varies from 40 to 80 feet. The largest vessels afloat find no difficulty in berthing at San Francisco piers.

# HARBOR DAY

One of the most significant events on the port's calendar each year is the celebration of Harbor Day early in August. Designed to make San Francisco port conscious, Harbor Day was established nine years ago by the San Francisco Junior Chamber of Commerce, and it has succeeded admirably in its aims and purpose. New features are planned for the gala celebration each year, and year by year Harbor Day has become more and more popular with the people of the city and the bay area. It is a day given over to aquatic events in which the United States fleet and commercial and pleasure boats participate. The regatta along the Marina is always colorful and exciting. But, in deeper significance, Harbor Day commemorates the continuous and constructive service the harbor of San Francisco has played in the progress and prosperity of California and the Nation.

# HARBOR LIGHTS

Nightfall on San Francisco's vast stretch of water front finds it illuminated by myriad of electric light units constituting a standard of lighting unsurpassed in any harbor of the world.

A high standard of harbor lighting has always been a distinguishing function of the Electrical Department of every Board of State Harbor Commissioners under State ownership.

Harbor lighting facilities considered adequate fifteen years ago would be obsolete today. Replacement, and new installation of the most advanced types of lighting and other electrical equipment, is part of the job of harbor electricians.

Every pier, dock, wharf and terminal of the port has its lighting problem, but they have all been adequately met so as to facilitate necessary night work and minimize hazard.



PHOTOGRAPHIC TECHNIQUE AND WEATHER CONDITIONS WERE AT THEIR BEST IN PRODUCING THIS PICTURE OF THE GOLDEN GATE BRIDGE



VIEW OF SAN FRANCISCO-OAKLAND BAY BRIDGE WITH A STRETCH OF THE EMBARCADERO AND PORT PIERS IN THE FOREGROUND

#### THE BRIDGES

Metropolitan San Francisco, girded by an impressive water front, today reaches East Bay cities over giant spans of steel. Completion of the world's two greatest bridges linked together the 2,000,000 population of the San Francisco Bay communities, and thus forged a truly metropolitan area.

In the commercial life of San Francisco Harbor, as well as the wider economic and social life of the entire region, the San Francisco-Oakland Bay Bridge and the Golden Gate Bridge play an important contemporary part.

Impressive as the great engineering triumphs always will be in the Bay panorama, the bridges are today serving the utilitarian purpose which finally prompted their construction at a total cost of more than \$100,000,000.

Trucking over the spans has increased steadily since their openings. Today much of the port's inbound and out-

bound water-borne cargo is moved to and from the docks by trucks using the bridges.

Readjustment of bay ferry boat traffic, due to the bridge, doubtless will have a bearing upon future improvements at the Port of San Francisco such as replacement of ferry slips in the immediate Ferry Building area with cargo piers, giving the port still more berthing space for deep water ships.

Construction work on the Bay Bridge railroad is rapidly nearing completion. According to present schedules, transbay commuters will be enjoying the service early in 1939, possibly before the Golden Gate International Exposi-

tion opens in mid-February.

The number of visitors attracted to San Francisco by the bridges is incalculable. By sea and overland, tourists have converged on the Bay region by tens of thousands to look upon, admire and ponder these mighty monuments, Millions of visitors, expected during the 1939 Exposition, likewise will transit the famous bridges.

#### SUMMARY OF THE TWO BRIDGES

Not taking into account the human element, the engineers who labored long over cold mathematical realities, and above all those workmen who faced unflinchingly the hazards entailed in their construction, the following composite table shows what it took to make the Bridges:

SAN FRANCISCO- OAKLAND BAY BRIDGE		Golden Gate Bridge
\$77,200,000	total cost	\$35,000,000
*23,000 feet (41/3 miles)	total length	**8,940 feet (1 3/3 miles)
235 feet	deepest pier	100 feet
92 x 197	largest pier	90 x 185
51	number of piers	5 main piers
518 feet	height of towers	746 feet
2,310 feet	longest single span	4,200 feet
200,000 tons	steel used	100,000 tons
18,500 tons	cable wire weight	22,000 tons
70,800 miles	cable wire length	80,000 miles
283/4 inches	size of cables	36½ inches
17,464 strands	number of wires	27,572 strands
1,000,000 cubic yards	concrete	254,690 cubic yards
42,000,000 pounds	tension in one cable	63,000,000 pounds
249,000,000 pounds	cable supporting capacity	430,000,000 pounds
77,000,000 pounds	pull at anchorage	126,000,000 pounds
200,000 gallons	paint	110,000 gallons
6,038,000 cubic yards	excavation	511,000 cubic yards
54,850,000	man hours	25,000,000
Autos and trains	vehicle facilities	Autos only
50,000,000	train passengers	None
Nine, plus two car tracks	travel lanes	Six
July 9, 1933	work started	January 5, 1933
For vehicle traffic, Nov. 12, 1936.	completion date	May 27, 1937
1,400 feet	length of cantilever span	None
With approached 12 miles		

With approaches, 12 miles.

From the opening of the Golden Gate Bridge on May 27, 1937, to May 31, 1938, a total of 3,564,695 vehicles, carrying an approximate total of 8,000,000 passengers crossed the span at the harbor entrance.

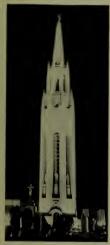
From the opening of the San Francisco-Oakland Bay Bridge on November 12, 1936, to May 31, 1938, the total number of vehicles making the crossing was 13,797,331 for a total of approximately 32,000,000 passengers.

<sup>\*\*</sup> With approaches, 7 miles.



THIS PICTURE SHOWS THE RELATIVE PROXIMITY OF TREASURE ISLAND TO SAN FRANCISCO'S SHORELINE

## GOLDEN GATE INTERNATIONAL EXPOSITION



Years of planning and high-speed construction have brought the Golden Gate International Exposition to its final stage of completion.

Gates of the great Western World's Fair on man-made Treasure Island in the center of San Francisco Bay will be opened to the invited world on February 18, 1939, and will stay open for 288 days until December 2 of the same year.

The Fair has come a long way to become the reality it is today—a glittering Magic City created in the bay two miles off the shoreline of San Francisco where the visible proof of progress is impressive.

Here stand two of the greatest bridges in the world—the \$77,000,000 San Francisco-Oakland Bay Bridge, longest and most costly anywhere; and the \$35,000,000 Golden Gate Bridge; crossing the harbor entrance with the longest single span ever created

Eleven Western states are squarely behind the 1939 Golden Gate International Exposition, co-hosts with the San Francisco-Oakland Bay area in an invitation to the world to come and see their assembled wonders.

#### WORLD'S FAIR HIGHLIGHTS

In epitomized form, here are some of the highlights of the Golden Gate International Exposition:

WHERE: The Golden Gate International Exposition . . . on the world's largest man-made island created in San Francisco Bay, midway between San Francisco and Metropolitan Oakland.

WHEN: Opens on February 18, 1939, and stays open for 288 days until December 2 of the same year.

How LARGE: Physically, 400 acres—more than a mile long and two-thirds of a mile wide; financially, representing up to \$50,000,000; culturally, international in scope but stressing Pacific participation and progress.

ATTENDANCE: 6,000,000 Californians live within ten hours' ride of Treasure Island. 4,000,000 out-of-state visitors are expected individually or with 1,500 contotaling estimated admissions of 20,000,000 for Exposition year.

ACCESSIBILITY: Ferry service from San Francisco's famed Ferry Building; ferry service from Oakland and other East Bay cities (ten minutes). By auto or bus over a six-lane highway from the San Francisco-Oakland Bay Bridge; and by auto over all highways convergent to traffic lanes across Yerba Buena Island to the Fair grounds . . . and by airlines to Treasure Island airports. Parking area for 12,000 automobiles beneath the walls of the Exposition City,

THEME: International in scope and as broad as the civilization of the Western states and the nations of the Pacific. Also dedicated to modern development in transportation and communication, symbolized by the completion of the world's two largest bridges spanning San Francisco Bay; by the trans-Pacific and transcontinental air routes; by network of western highways and streamlined rail service; and the progress in the arts and sciences of cinema, radio and television will feature the more pleasurable and abundant life over mechanical achievements.

ARCHITECTURE: The Exposition palaces combine the beauty and pageantry of the Occident and the Orient. Foreign and state buildings are grouped around the World's Fair Lagoon. The 392-foot Exposition Tower dominates the central court.

LANDSCAPING AND ILLUMINATION: Treasure Island will be a garden by day, and a jewel by night. Thousands of trees and plants, millions of flowers, patterned by arbors, boulevards and rainbow-colored Magic Carpets will give way at night to the mystery and gayety of multi-colored lighting.

EXHIBITORS: Business will dramatize its story in pavilion and exhibits valued at more than \$15,000,000. Participation of foreign nations, particularly those countries bordering the Pacific Ocean is pledged and provided for, according to the Fair management.

CONSTRUCTION: Federal government grants of approximately \$7,000,000 were used in reclamation of the island and installations of facilities of enduring use. The State of California appropriated \$5,000,000 for a California building group, and for complete portrayal of the Golden State's varied offerings to those who seek business and pleasure.

FUTURE AIRPORTS: As Exposition Island will later become one of the world's leading metropolitan air terminals, aviation progress and development will be a dominant feature of the 1939 World's Fair.

In the field of Fine Arts the Western World's Fair will make history, it is announced. The world's finest symphony orchestras, great choirs, will converge. Water sports and athletic events, carnivals, pyrotechnic displays will give more strenuous life to the island. A still more robust culture will whoop it up on the Exposition's Gayway—its Forty Acres of Fun.

#### HARBOR MOULDED BY NATURE

San Francisco's harbor is the city's physical characteristic of outstanding importance. It shaped the city's growth. Because of this magnificent land-locked expanse of bay and waterways, San Francisco's destiny as a great trading city was moulded for her by nature.



VIEW OF THE MAMMOTH HUNTER'S POINT DRYDOCK, PORT OF SAN FRANCISCO—
MODERN BATTLESHIP PASSING IN FOR SERVICE



HERE IS THE U.S. BATTLESHIP COLORADO IN GALA DRESS—THE GIANT WARCRAFT COMES ALONGSIDE PIER 33 ON HARBOR DAY

#### THE WEST COAST'S GREAT NAVAL BASE

The United States Navy and San Francisco Harbor have much in common. For one thing, this port is the fleet's principal West Coast repair and supply base.

In the Pacific Coast area there are but two dry docks capable of handling a modern battleship—one is at San Francisco. The other is located at Bremerton, Puget Sound.

Capital ships of the fleet also can be drydocked at Pearl Harbor, Hawaii, and the Canal Zone. Vessels of the cruiser type and auxiliary naval craft, are drydocked at the Mare Island Navy Yard, San Francisco Bay.

Another naval development in San Francisco Harbor includes the \$15,000,000 Naval Air Base, work upon which is now well advanced on the East Bay site. The Navy Department is also pressing for the establishment of a \$12,000,-000 supply base at some suitable location in the San Francisco Bay area. The Board of State Harbor Commissioners has offered a site at India Basin on the San Francisco water front.

When these projects of Pacific naval defense are completed, the United States Navy will have a total investment of \$50,000,000 in San Francisco Bay, giving year round employment to more than 8,000 persons. This, of course, includes the activities of Mare Island.

From time to time, in accordance with directed movements in Pacific coastal waters, massive battleships of the United States fleet parade their might in through the Golden Gate and come up to anchorage just east, and within the slanting shadows of the great Bay Bridge. There, at their moorings close to the San Francisco shoreline, the huge fighting ships shimmer in the golden sunlight.



a section of san francisco's waterfront, the bay bridge and  $\mathtt{U}.$  S.  $\mathtt{BATTLEFLEET}$  as viewed from telegraph  $\mathtt{HILL}$ 

Few harbors in the world equal or even approach San Francisco in variety and vastness of its natural resources and for the accommodation of naval and commercial fleets. The entire United States fleet of battleships could find safe anchorage in this vast deep water harbor at one time, and there would still be plenty of room for commercial ships to operate.

San Francisco's harbor is in a unique position on the Pacific Coast of the United States, in that it is the only landlocked harbor with deep water approaches throughout hundreds of miles of coastline. Here nature has provided a haven for virtually an unlimited number of modern ships of any size or draft.

From the founding of the city to the present time, naval vessels found San Francisco to be an invaluable base for outfitting and a delightful port of visit for pleasure and creation.

#### HISTORICAL ASSOCIATION

The Navy is entwined in the romantic history of the Port of San Francisco, even before Mexican rule in California terminated in 1846.





MONTGOMERY, TODAY'S BUSY STREET OF THE FINANCIAL WEST, ONCE (IN 1846) FORMED THE SHORE OF SAN FRANCISCO BAY. THE OLD PRINT AT TOP SHOWS OLD U.S. NAVAL VESSELS ANCHORED IN WATERS WHOSE SITE HAS LONG BEEN RECLAIMED AND UPON WHICH THE CITY'S BUSY WHOLESALE DISTRICT NOW RESTS. CROSS INDICATES PRE-GOLD DAYS LOCATION OF CALIFORNIA AND MONTGOMERY STREETS, BUSY SECTION, WHICH IS PICTURED IN THE LOWER PHOTO.

The first recorded visit of a United States naval vessel to this port was in 1841, when an exploring expedition under Lieut. Charles Wilkes, U. S. Navy, with a fleet of six vessels, visited San Francisco Bay and made a partial survey of the bay and its rivers.

When San Francisco was changed from a Mexican pueblo into the nucleus of a truly American city, the Navy was on the job. California school boys have well thumbed the pages in their history books which tell of this important

contemporary event.

It was on July 9, 1846, that Captain John B. Montgomery, in command of the United States sloop of war "Portsmouth." landed a force of sailors and marines on the beach of San Francisco and took possession in the name of the United States. On January 3, 1847, Lieut, Bartlett, U.S. Navy, as mayor, issued an ordinance proclaiming the name of the town thereby changed from Yerba Buena—"Good Herb" to San Francisco.

The names of naval officers who participated in the early development of San Francisco are perpetuated in many

of the city's streets and monuments, with those of other pioneers.

Portsmouth Square on Kearny Street, between Clay and Washington, was named after the naval vessel "Portsmouth" from which the marines were landed and who hoisted the Stars and Stripes. Montgomery Street is named

after the captain of the ship.

Stockton Street and the City of Stockton took the name of Commodore Stockton, early-day commander of the Pacific Squadron and military commander of California for a short time. He relieved Commodore Sloat, after whom Sloat Boulevard was named. Dupont Street, now Grant Avenue, Powell Street and Beale Street are supposed to have acquired their names for naval officers of pioneer days.

Names of Sloat, Stockton and Shubrick appear on the James Lick Monument at San Francisco's Civic Center, together with the early navigators, Cabrillo, Drake, and the early Spaniards Portola, Castro, Vallejo, and Serra,

and our own pioneers, Fremont, Larkin, Marshall and Sutter.

#### FREMONT NAMED THE GOLDEN GATE

World-famed Golden Gate, entrance to the San Francisco Harbor, was so named by Capt. John C. Fremont, "Pathfinder of the Continent," and the Golden Gate it has remained throughout the years. "Lovely indeed, is this

Gateway where the sun lingers a moment when its course is run!"

The Golden Gate has been glorified in song and story. It is pointed out that the name was prophetic, for in ten years after the christening, thousands of seekers after gold had sailed in through the straits, and hundreds of thousands of dollars worth of gold had sailed out. But all the gold of '49 never was and never will be worth as much to the City of St. Francis as her Golden Gateway to the sea and the safe harbor that is her front yard.

#### GOLDEN GATE LIGHTHOUSE

Mile Rock and its lighthouse, at the entrance to San Francisco Harbor, known to navigators the world over, and familiar to passengers on ocean vessels entering and leaving the port, has its place in any complete picture of the Golden Gate.

The name "Mile Rock" is a misnomer, according to old-timers in the United States Lighthouse Service in San Francisco, as they hold that "it isn't a mile from anywhere." Moreover, Mile Rock is two small black rocks lying three-eighths of a mile northwest from the sharp projecting point on the north face of Point Lobos. They are twenty feet high and 100 feet apart with deep water between. The light is located on the outer and larger rock.

As to when it was named Mile Rock, and who named it, there appears to be no official record. It is assumed, however, that it is merely an acceptance from the logs of early mariners. On the official Pacific Coast pilot charts issued by the United States Coast and Geodetic Survey the light is designated as Mile Rock, and doubtless it will

always so remain.

The present lighthouse at the harbor's entrance was established in 1906. It is an indispensable guide to shipmasters and pilots in navigating the straits. Three keepers, working in eight-hour shifts, operate the light on Mile Rock. They communicate with shore stations by radio telephone.

#### FIRST WARSHIPS IN PORT

The first warship to fly the Stars and Stripes in San Francisco was the sloop San Luis in 1841. The French frigate, Aremisia, was the first to bring the tricolor of France into the harbor. The frigate arrived in 1827.

#### TELEGRAPH HILL

San Francisco's pioneer effort at space annihilation in the hurly-burly mining town of '49 was the semaphore erected on the hill south of the town to signal arrival of ships in the harbor. As is well known, the semaphore gave to the eminence the name of Telegraph Hill. The Chamber of Commerce, organized in 1851, made haste to erect a signal station for reporting the arrivals of ships off the heads. It was built on the slopes of Point Lobos, where it has remained to this day.

#### DISTANCE TO PORTS FROM GOLDEN GATE

Distances, in nautical miles, from San Francisco's harbor entrance to other leading harbors of the world are: Buenos Aires, 7,565; Calcutta, 8,999; Capetown, 9,953; Manila, 6,221; Marseilles, 8,308; Naples, 8,596; New York, 5,262; Rio de Janeiro, 7,353; Sydney, 6,448; Yokohama, 4,536; London, 8051.

#### OLD WATER FRONT RECORD

A brass-headed nail was for many years one of the most important official records in San Francisco. It was driven into a wharf at Pacific and Davis streets to indicate the level to which all gradients for streets, sewers and buildings were to be built when the water front was filled in the '80s.



VIEW OF AREA BETWEEN SHEDS A AND B, PIER 45, WITH TELEGRAPH HILL IN BACKGROUND— Unloading scrap iron for transshipment



GENERAL VIEW OF PIER 45, PORT OF SAN FRANCISCO. PROPOSED LOCATION FOR FOREIGN TRADE ZONE

# PROPOSED FOREIGN TRADE ZONE



To persons concerned with ocean commerce and things maritime, the story of free ports as they existed in Europe as early as the fifteenth century is interesting reading.

Now that the fundamentals of this time-honored device in foreign trade have appeared on the American scene and the nation's first foreign trade zones established in New York and Mobile, and a similar zone proposed for the Port of San Francisco, it may have been that the Middle Ages actually were setting the stage for modern times.

The application of the Board of State Harbor Commissioners for a Foreign Trade Zone is still before the Foreign Trade Zones Board, Washington, D. C.

The application proposes that Pier 45 be utilized for this purpose, it being the largest on the San Francisco waterfront and considered one of the best piers on the Pacific Coast.

The Harbor Board has agreed to barricade this pier on the land side, provide for necessary customs guards, lighting and other facilities as required by liberalized interpretation of the Federal law of June, 1934, providing for the creation of foreign trade zones in ports of entry of the United States.

The present status of San Francisco's application for a Foreign Trade Zone is one of abeyance. The Foreign

Trade Zones Board advised the Board of State Harbor Commissioners that after carefully considering the San Francisco application, approval had been withheld because the proposed plan did not fully meet with the requirements contemplated by the law.

The Washington Board pointed out, however, that this action did not prevent further revision of the application so as to fully meet the requirements of the law as they interpreted it.

Since approval of the San Francisco application has been withheld by the Foreign Trade Zones Board, no further immediate official action has been taken to date because the San Francisco Harbor Board believes the site offered to be the best for the purpose, and has not as yet decided upon any other site which would adequately meet all requirements without the expenditure of large sums of money.

The Harbor Board is hopeful, however, that the rules governing these zones will be liberalized so as to permit

The Harbor Board is hopeful, however, that the rules governing these zones will be liberalized so as to permit their successful operation, that an understanding can be reached whereby Pier 45 can be made acceptable to the Washington authorities for foreign trade zone purposes.

Immediately following the promulgation of rules and regulations for the creation of foreign trade zones in June, 1935, the San Francisco Harbor Board gave the matter careful consideration from every angle, and finally, decided that creation of such a zone would encourage a considerable additional amount of foreign trade through the Golden Gate, and that it would generally serve the broadening scope and character of the port's international trade.

#### SURVEYS PROVE FAVORABLE

After necessary enabling legislation by the State, and extensive economic surveys and public hearings, all of which reacted decidedly favorably to the venture, the Harbor Board filed application at Washington for a permit, closely following New York, the first to file.

Later applications were filed by Mobile, Alabama; San Juan, Puerto Rico; and the American Foreign Trade Zonose, Inc., Jersey City, New Jersey. So far but two of these permits have been granted—one to New York and one to Mobile.

Foreign trade zones are authorized under the law as primarily in the interest of reexport trade. Within the segregated, policed area merchandise may be unloaded, stored, broken up, repacked, assembled, sorted, graded, cleaned, mixed with foreign or domestic merchandise, and otherwise manipulated and exported. The zone rules propose to eliminate cumbersome restrictions necessarily imposed on goods under customs supervision, and its chief design is to attract increased transshipment and reconsignment trade.

The initial site proposed for the foreign trade zone is the whole of Pier 45, this being the first commercial pier reached by ships upon entering San Francisco Bay.

If rules are liberalized to permit of its use for the purpose, the area will be enclosed by adequate barriers, thus providing ample space where dutiable goods from all parts of the world may be landed and dealt with according to regulations, which include nonpayment of duty if reexported or transshipped.

This pier, the port's largest, consists of four concrete and steel sheds, with covered floor area of more than 400,000 square feet. The entire concrete floor space of the pier covers approximately eleven and one-half acres. This pier is constructed on solid fill, and can conveniently berth five large deep sea vessels at one time.



SAN FRANCISCO IS ONE OF THE LARGEST FISH SUPPLY CENTERS ON THE CALIFORNIA COAST— SECTIONAL VIEW OF FAMED FISHERMAN'S WHARF



another scene at fisherman's wharf, base for the sardine fleet. At times during the season more than 100 purse-seiners are moored here

#### CENTER OF FISHING INDUSTRY

San Francisco is the Northern California coastal territory headquarters of an important fishing industry that brings a return to its operators of more than \$3,000,000 annually, according to research reports.

As a base for the fleet of sardine trawlers that operate in the open sea off the Golden Gate, and for several hundred smaller fishing craft that scout the nearby beaches outside the heads and the waters of the bay for their daily catch, San Francisco Harbor not only offers the fishermen a safe and convenient haven for their boats, but is provided extensively with modern facilities that make the strenuous work of the fishermen easier, and also add materially to profits of operation.

The fishing industry, as carried on at this port, is not one of corporation domination, but is largely individual in character. Of the more than four hundred fishing boats that find snug moorings at Fishermen's Lagoon, about two-thirds of them are owned and operated by fishermen whose homes are in the North Beach residential district near the wharf.

At famed Fishermen's Wharf, a zone at the northern end of the Embarcadero, always teeming with activity, and one of world-wide renown as a tourist attraction, the Board of State Harbor Commissioners has provided piers, wharves, marine ways, housings and a wide range of equipment to facilitate expeditious transfer of the catch of the fishing fleets to shoreside channels of distribution.

As reckoned by the Fish and Game Division of the California Department of Natural Resources, the San Francisco district includes the coastal territory from the Oregon line to (but does not include) Santa Cruz. Approximately 3,000 fishermen in the area derive their livelihood from the industry. The San Francisco district catch of fresh fish last year amounted to 263,198,766 pounds, plus an additional 1,412,595 pounds of crabs and 695,000 pounds of shrimp.

The district is also a large producer of manufactured fishery products, including smoked and cured fish. Directly within San Francisco's territory are plants at Benicia, Pittsburg, Richmond, McNear's Point, Sausalito, and, of course, San Francisco itself.

San Francisco is the center of the crab fishing industry on the Pacific Coast. The largest catches, by far, are made in the San Francisco area.

San Francisco Harbor is also the home base of the salmon fishing fleet which in the spring of the year passes through the Golden Gate for the Alaska fishing banks, and returns in the fall full laden with canned salmon.

During the sardine season, as many as 125 sturdy ocean-going trawlers or purse-seiners made this port their base. They find mooring convenient at Fishermen's Lagoon and China Basin Channel.

#### ALL YEAR PORT

San Francisco enjoys a cool, bracing, equable climate where out-door work can be carried on every day in the year without discomfort to men engaged in the work of handling ships and cargo on the water front, or in other out-side employment.

San Francisco is a city of sunshine. The daily mean maximum temperature is 62.4 degrees and with a daily mean minimum temperature of 50.2 degrees. Records of the United States Weather Bureau reveal temperatures for San Francisco that are dependably uniform with a daily average range of not more than 11 degrees with the months of September and October the warmest.

#### DRYDOCKING EQUIPMENT

In the Port of San Francisco are available not alone some of the world's largest and finest drydocks, but also marine ways and excellent facilities for handling cargo. At Hunter's Point there are two graving docks, one 750 feet long and 103 feet wide, and the other 1,020 feet long and 153 feet wide. Five floating drydocks vary in length from 271 to 460 feet and in width from 66 to 92 feet, with capacities of 2,000 to 15,000 tons. There are eight marine railways from 82 to 452 feet in length and from 32 to 76 feet in width; three shear-leg derricks, two stationary and one floating; and ten floating boom derricks with lifting capacities from 7 to 100 tons.

#### FIRE EQUIPMENT

Due to cooperation between the City of San Francisco and the Board of State Harbor Commissioners, the harbor has a well equipped and highly efficient fire-fighting force.

Two well equipped and speedy fireboats, the Dennis T. Sullivan and the David Scannell, are under steam at all times to protect the vast shipping in the bay. In addition the State keeps in commission two auxiliary fire-fighting tugs, the Governor Markham and the Governor Irwin.

Two monitor batteries and water towers with nozzles two and a half to four inches in diameter are mounted on the deck houses of the Sullivan and Scannell. The water towers may be raised to a height of 55 feet above deck. Each boat carries 5,000 feet of three-inch hose, 200 feet of three and one-half inch hose and 100 feet of one a and a half inch hose.

Vessels exposed to waterfront fires are towed to safety points by the fire tugs. Fire protection from the land side is furnished by equipment of the City of San Francisco.

#### GENERAL CARGO PORT

The foreign and domestic cargo story of the Port of San Francisco is so general and diversified in actual summation as to be bewildering in detail. Cargo passing over its piers runs into a vast array of commodities imported and exported, inbound and outbound, foreign and intercoastally, as to make up a well balanced trade of staggering collective value.



PIER 9, CONSTRUCTION COMPLETED IN 1938



This is a view of general cargo assembled for shipment in transit shed, pier 35, port of san francisco

# REPORT OF BOARD OF STATE HARBOR COMMISSIONERS



#### COMMERCE OF THE PORT

The port of San Francisco, along with other ports of the nation, has suffered a decline in the total eargo tons handled during the past two year period. Cargo passing over the facilities of the port during the previous biennial period totaled 19,214,955 tons, and for this biennium 16,714,671 tons. The decrease amounts to 2,500,284 tons and represents a decline of thirteen per cent under the tonnage of the previous biennial period.

The Board classifies the commerce of the Port according to the following trade

COASTWISE: service along the Pacific Coast of the United States, between Mexico and Canadian borders, and including coastwise vessels also operating from British Columbia ports. INLAND WATERWAYS: service between San Francisco and points located upon San Francisco Bay and other inland waters tributary thereto. INTER-COASTAL: service between San Francisco and Eastern coast and Gulf of Mexico coast of the United States. FOREIGN AND OFFSHORE: service other than heretofore described.

An analysis of the decrease of 2,500,284 cargo tons indicates that the loss was general, occurring in all of the classified trade routes. Of the total loss 954,659 tons occurred in the coastwise trade; 649,212 tons in the inland waterway trade; 721,116 tons in the intercoastal trade, and 175,297 tons in the foreign and offshore trade.

Withdrawal and curtailment of service by several steamship companies during the past biennium, and a general decline in the movement of commodities have both adversely affected the commerce of the port. With the reestablishment of some of the discontinued steamship services now accomplished, and a more favorable outlook on the general business horizon, it is reasonable to expect that the loss of tonnage incurred will be recovered, and that cargo tonnage for the ensuing biennium will at least equal that of the 1934-1936 period, which period represents the recent high in cargo tonnage.

San Francisco is a port of diversified cargoes, no one commodity representing any appreciable proportion of the total tonnage of the port. It is typically a general cargo port, not dependent upon a few industries or commodities for its water-borne commerce.

#### FINANCIAL

The total revenue of the port for the previous biennium amounted to \$5,583,335.69, and for the biennium just ended \$5,140,368.34, a decrease of \$442,967.35 or seven and 9-10th per cent.

Expenses for administration, operation and maintenance remained practically stationary comparing the two biennial periods. Funds expended for this purpose during the 1934-1936 period totaled \$3,085,137.17 and for the present biennium \$1,087,944.95. Net income from operations for the biennium after meeting all expenses for administration, operation and maintenance amounted to \$2,052,423.39. After giving expression for additions to net operating income comprised of bond sale premiums and interest earnings on sinking fund deposits, and deductions from net operating income, consisting of bond interest and uncollectible accounts receivable, the amount carried to surplus for the biennium totals \$923,669.36. Of this surplus an amount of \$675,013.92 was deposited in sinking funds created for the purpose of retring the funded debt, the balance remaining in the San Francisco Harbor Improvement Fund available for the replacement and maintenance of port facilities. The total bonded debt at the end of the present biennium amounted to \$19,303,000. There is an amount of \$2,702,840.40 in cash and securities contained in sinking funds for bond redemptions, and the physical properties of the Port have an appraig advantation of \$85,753,012.61.

The total current assets at the end of the present biennium amounted to \$2,247,494.18 with current liabilities of \$501,604.45. Of the total current assets \$1,451,486.26 represents cash on deposit in the San Francisco Harbor Improvement Fund which is available to meet the expenses of the port and the replacement and rehabilitation of port facilities.

Applications granted by the Public Works Administration to the end of the present biennium total \$926,143.00, of which \$668,259.05 has been received on projects completed, and through progress payments on those under construction. These Public Works Administration grants represent funds advanced by the Federal Government for projects meeting their approval to the extent of forty-five per cent of the total cost, the amount contributed by them being an outright grant requiring neither the repayment of principal or interest. The balance of the cost of such projects (fifty-five per cent) is financed from harbor funds.

During the past biennium capital expenditures total \$1,933,441.44, of which \$337,116.42 was financed from revenues produced by the harbor, and \$1,596,325.02 from the proceeds of the sale of bonds and Public Works Administration funds.



TYPICAL CARGO SCENE OF INTERIOR OF ONE OF THE HUGE TRANSIT SHEDS AT PIER 45



VIEW OF INTERCOASTAL FREIGHTER UNLOADING AT PIER 9, PORT OF SAN FRANCISCO

#### MAJOR CONSTRUCTION AND IMPROVEMENTS

A continuing program of construction, improvements and maintenance is necessary to meet the demands of commerce and furnish facilities for the economical and expeditious handling of ships and cargo. During the biennium two new piers were completed, i.e., Nos. 9 and 19; a connecting wharf and building constructed between Piers 35 and 37; the superstructure of Pier 46 reconstructed; a connecting shed erected on the outer end of Pier 48 and a storage shed constructed on Seawall Lot 29, adjacent to Pier 54. Elsewhere in this report will be found the detail covering construction and maintenance activities for the biennium just concluded.

Reports of operations of the various departments and a section containing financial and statistical reports will

be found on the following pages:

#### SAN FRANCISCO'S GREAT SEAWALL

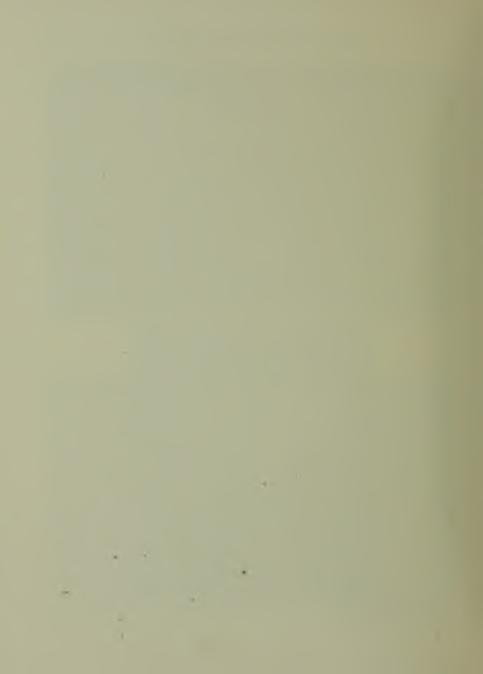
The invisible seawall behind which the present water front land of San Francisco was filled, and about which we have all heard but possibly have never seen, is really a wall—a very sturdy wall. Construction was started in 1867. It was built in sections and today extends along the city-front shoreline from the foot of Hyde Street to the Channel, and thence south to Central Basin. The great barrier follows a course about four miles long.

A channel from 60 to 100 feet wide was dug into the mud to a depth of from 20 to 45 feet below mean tide level. Huge rocks were dumped into the trench and allowed to settle to hard bottom. Then concrete 2 feet thick and 13 feet across was placed on top of the rock and a wall of solid masonry 7 feet 3 inches wide at the botton and 9 feet 8 inches high was constructed on the concrete. This general plan was followed in early sections of the seawall, but construction plans were readjusted somewhat as the wall was extended section by section. The last two sections, south of the Channel, were completed in 1913. Since the fire of 1906, all new construction and reconstruction work upon the seawall has been of concrete.

Though it was originally suggested that the rock for the early-day sections of the seawall should be brought down from Sacramento or Folsom, a task that would have involved an enormous expense, it was found upon experiment that the rock from Telegraph Hill or from Sheep Island, off Point Richmond, would excellently serve the purpose, Court action stopped the gougings from Telegraph Hill, and thereafter a million tons of rock were stripped off Sheep Island and deposited in the seawall.



EVERY MODERN FACILITY AT PORT OF SAN FRANCISCO



# DEPARTMENTAL FINANCIAL AND STATISTICAL REPORTS



SUBSTRUCTURE OF PIER 9 UNDER CONSTRUCTION



STEEL FRAME TRANSIT SHED ON PIER 9 UNDER CONSTRUCTION

#### REPORT OF CHIEF ENGINEER

TO THE BOARD OF STATE HARBOR COMMISSIONERS, San Francisco, California.

#### GENTLEMEN:

1 submit herewith my report as Chief Engineer of the Board of State Harbor Commissioners for San Francisco Harbor, for the biennium beginning July 1, 1936, and ending June 30, 1938.

#### 1. STRUCTURES.

In accordance with the established policy of the Board to replace old and obsolete piers with modern structures and to construct such new facilities as are required by the commerce of the port, the construction program was definitely expanded during the biennium. This was facilitated in the case of several of the structures by grants from the Public Works Administration amounting to 45 per cent of the cost.

In accordance with plans previously adopted providing for the replacement of all piers, with the exception of Piers 17, between the Ferry Building and Lombard Street, Piers 1, 3, 15 and 23 were constructed prior to 1936. During this biennium two additional structures were completed.

#### Piers 9 and 19:

The construction of Piers 9 and 19 necessitated the removal of old Piers 9, 11 and 19 which were constructed in

1899, 1905 and 1900 respectively.

The two piers are identical in design and dimensions, except for minor differences at the inner ends. They are each 153 feet in width and 800 feet in length and the description which follows is applicable to both. The portion under the transit shed consists of a reinforced concrete deck supported on timber piles enclosed in precast reinforced concrete jackets. There is a railroad track on each side, one track being depressed, and both are connected with the State Belt Railroad in the Embarcadero. The track aprons consist of creosoted timber decks supported by creosoted piles. The entire substructure is paved with Topeka asphalt pavement.

The transit shed is a steel frame structure with walls consisting of precast reinforced concrete slabs, steel sash glazed with wired glass, steel rolling doors and redwood roof sheathing with six ply built up roofing. The shed is

wired for both light and power.

The last of the contracts for the construction of Piers 9 and 19 was completed and the piers were accepted by the Board on May 13, 1938.

#### Connecting Wharf and Building-Piers 35 and 37:

The need for adequate facilities for the handling of intercoastal package cargo has been definitely established and the adaptability of connecting bulkhead wharves and buildings at the shore ends of the piers has been satisfactorily demonstrated by the use of two such structures over a period of several years. During the biennium another facility of this type was constructed between Piers 35 and 37. It is irregular in shape but has an average length of 285 feet and an average width of 90 feet. The wharf, which was elevated truck height above the street, was constructed on timber piles with precast reinforced concrete jackets and the timber deck was paved with asphalt. The building is a timber structure with continuous steel rolling doors along the Embarcadero.

The wharf and building were completed and accepted by the Board on May 13, 1938.

#### State Products Terminal Addition:

The existing terminal extends from The Embarcadero to Third Street and the south side fronts on China Basin. On the north side an elevated driveway was constructed truck height below the second floor level, with a ramp connection to The Embarcadero. Below the driveway are two depressed railroad tracks.

A two-story addition to the terminal is being constructed between the elevated driveway and Berry Street. The length along the Berry Street front is 375 feet and that along the side adjacent to the existing terminal is 328 feet. The width, which is governed by the shape of the lot, is 206 feet at the easterly end and 88 feet along the westerly end. The first floor will be truck height above Berry Street and car height above the railroad tracks at the rear. The second floor will be truck height above the elevated driveway. Two truck ramps will extend from Berry Street to a center driveway on the first floor and from the elevated driveway to the second floor.

The substructure of the addition consists of untreated timber piles supporting concrete piers which extend to

ground water level.

The building is a reinforced concrete structure except that the second floor over the center driveway is supported on steel girders and the roof over the driveway is carried by steel trusses. There are continuous steel rolling doors along the first floor street side and along the second floor driveway side. One automatic leveling freight elevator is provided, with motor operated doors at each end on each floor. The capacity of the elevator is six tons and the platform is 9 feet 4 inches by 18 feet. Two steel aprons mounted on rollers will span across the railroad tracks between the terminal and the addition.



INSTALLATION OF PRECAST REINFORCED CONCRETE WALL SLABS, TRANSIT SHED, PIER 19

The substructure of the addition to the terminal was completed and accepted by the Board on June 8, 1938, and contracts for the construction of the building and for the installation of the elevator and the track aprons have been awarded.

#### Pier 46 Transit Shed Reconstruction:

The transit shed on Pier 46 was badly damaged by fire in December, 1936. On account of the age of the substructure it was considered inadvisable to construct a new building and plans were prepared for retaining and rehabilistating as much as possible of the old shed. About one-fourth of the building required only minor repairs, one-fourth was removed and replaced and the remainder was reconstructed. Where necessary additional stiffening members were installed in the trusses, siding, doors and windows were replaced, new roofing was laid and the entire building was painted. The work was somewhat delayed due to the fact that part of the pier was in use during construction but it was completed and accepted by the Board on February 7, 1938.

#### Pier 48 Connecting Shed:

Pier 48 is 369 feet in width by 624 feet in length with a center depressed track and driveway area between two transit sheds, the width between shed walls being 64 feet. In order to permit of full use of a berth at the outer end of the pier, a portion of the depressed area was decked over and a connecting building 137 feet in length was constructed between the two sheds.

The platform was constructed of timber and was paved with asphalt. The building is a timber structure with steel rolling doors and steel sash. The work was completed and accepted by the Board on January 13, 1938.

#### Storage Shed, Seawall Lot 29:

A building to be used for the temporary storage of in transit cargo was constructed on Seawall Lot 29 and adjacent property. It is irregular in shape, its approximate area being 37,000 square feet. The building is a timber frame structure with corrugated galvanzied iron siding, steel sash, metal covered wooden doors and steel rolling doors and concrete pavement. The building was completed and accepted by the Board on March 22, 1938.

#### Pier 50, Shed A, Reconstruction:

Transit Shed A, on Pier 50 was severely damaged by fire on December 13, 1937. The reconstruction necessitated the reinforcement of one-third of the trusses and the replacement of one-third of the roof sheathing and roofing, part of the monitor framing, steel sash, glass, steel rolling door slats and springs and electrical installation. The interior of the shed was cleaned by sandblasting and both exterior and interior were painted. The work of reconstruction was 85 per cent completed on June 30, 1938.

#### 2. MAINTENANCE AND REPAIR.

In accordance with the established policy of the Board, the major part of the work of maintenance, reconstruction and repair was performed by the Board's employees. Numerous minor construction projects were also handled in the same manner. Among the more important items were the following: widening and reconstructing the apron and fender line on the south side of Pier 24 and reconstructing the wall of the transit shed; rebuilding the passenger and cargo aprons on the second floor of Pier 44 and building a new passenger waiting room; reconstructing the track platform along the south side of the inner grain shed, raising and leveling the floor of the shed with rock fill and paving with asphalt; reconstructing existing offices and building new offices on Pier 32; replacing sills and double sheathing walls on Pier 16; constructing additions to the fish grotto at Taylor and Jefferson Streets; reroofing the transit sheds on Piers 24, 38 and 40; constructing piers for small boats between Piers 50 and 54; reconstructing the fender line along the east side of Pier 43 and the car ferry slips at Pier 43 and Pier 36. In addition the transit sheds on Piers 26, 30, 31, 32, 37 and 41 were reroofed by contract.

#### 3. PAVING.

The regular maintenance paving on the piers and wharves and in the streets and the repaving at the Grain Terminal, was done by the Board's pavers. Piers 9 and 19 and the wharf between Piers 35 and 37 were paved by contract. The paving at Piers 9 and 19 included a portion of the Embarcadero in front of the piers. Due to settlement and lack of drainage, it was necessary to raise the Belt Railroad track and the curb and to pave a section of The Embarcadero north of the entrance to the Ferry Building, the work being done by contract.

#### 4. DREDGING.

Dredging operations have continued during the biennium with one watch on Dredge No. 3 and two watches on Dredge No. 4. For a considerable portion of the time during the last seven months Dredge No. 4 was engaged in removing old piles and concrete cylinders which were left following the removal of Piers 9, 11 and 19, and in dredging the slips adjacent to the new piers. However, the regular maintenance dredging was kept up and the necessary depth of water was provided in the various slips.

#### 5. ELECTRICAL.

In order to facilitate the securing of a P.W.A. grant covering a portion of the cost, the electrical installations on Piers 9 and 19 and the connecting wharf at Piers 35-37, were done by contract. Although no grant was involved, the rehabilitation of the electrical system in Shed A on Pier 50 was done in the same manner.

In addition to the ordinary maintenance and repair work, the following installations were made by the Board's electricians. The underground duct line from Pier 44 to Channel Street was constructed and new electroliers were



INTERIOR OF TRANSIT SHED, PIER 19



CONNECTING WHARF AND BUILDING, PIERS 35-37



PRECAST REINFORCED CONCRETE PILE JACKETS INSTALLED IN 1912—IN PERFECT CONDITION AFTER TWENTY-SIX YEARS EXPOSURE TO SEA WATER

installed; following its reconstruction, the entire lighting system on Pier 46 was replaced; the bulkhead building between Piers 24 and 26, the storage shed on Seawall Lot 29 and the connecting shed on Pier 48 were wired for light and power; a new main panel was installed on Pier 24 and the transit shed was rewired; a lighting system was installed in the waiting room and passenger gangway on Pier 44; wiring to a central control panel in the office of the refrigeration terminal was installed to permit of checking the temperature in each room; flood lights to reduce traffic hazards on the Belt Railroad were installed at seven streets intersecting the Embarcadero.

#### 6. TESTING.

During the biennium the laboratory continued the tests on admixtures of pozzuolanas with Portland cements. Tests were also started to determine the effect of the addition of finely ground shale and disintegrated granite to cement. Comparative tests are being made using finely ground standard sand and cement in order to determine the effect of fine grinding.

The laboratory has continued the testing of construction materials used by the State Division of Architecture. In conjunction with the Highways Testing Laboratory and the Division of Architecture, studies were made to determine the causes of concrete failures in other localities and specifications were prepared and adopted limiting the amount of inferior aggregate in structural concrete. Studies as to the effect of varying percentages of unsound aggregates are being continued.

During the biennium physical and chemical tests of the construction materials used by the Board have been made by the laboratory which has also supervised the proportioning and mixing of concrete.

#### 7. DESIGNING AND DRAFTING.

The work of designing and drafting has included the preparation of plans and specifications for all of the structures previously described as well as the checking of contractors' details. In addition assignment plats, sounding sheets and preliminary drawings of proposed projects have been made and preliminary and final estimates and cost analyses have been prepared.

#### 8. GENERAL.

The jacketed pile type of construction used in Piers 9 and 19 has demonstrated its serviceability over a period of more than thirty years. The first piles of this type were installed in 1907 and the first pier in which they were used was constructed in 1912. From the standpoint of economy, their use is most desirable where the foundation conditions are such that long piles and relatively short jackets are required.

Reference has been made to the program of replacement of old piers north of the Ferry Building The completion of this program will necessitate the removal of Piers 5, 7, 25 and 27, which were constructed in 1895, 1902, 1900 and 1906 respectively, and the construction of four new piers.

One of the problems which will require consideration in the near future is that of the utilization of the Ferry Building section of the waterfront following the inauguration of interurban railway service across the bay bridge and the discontinuance of the passenger ferries.

The Board served as host to the 25th annual convention of the American Association of Port Authorities in September, 1936, at the conclusion of which my term as president of the Association ended. The delegates were unanimous in their expressions of appreciation of the hospitality extended to them during their visit to San Francisco.

In conclusion, I desire to express my appreciation of the support accorded to me by the Board in connection with the work of the biennium and also to commend the faithful cooperation of all employees of the engineering department

Respectfully submitted,

Frank G. White, Chief Engineer.

#### REPORT OF CHIEF WHARFINGER

To the Board of State Harbor Commissioners,

San Francisco, California.

#### GENTLEMEN:

I submit herewith my report as Chief Wharfinger of the Board of State Harbor Commissioners for the biennium beginning July 1, 1936, and ending June 30, 1938.

During this biennium many improvements have been made which have assisted materially in expediting the

handling of cargo.

Connecting wharves at Piers 24-26, Piers 35-37, Sheds 48A-48B, and a connecting platform between Sheds 50A-50B, have greatly relieved congestion. It is now possible for sixty trucks to load or discharge at these additional facilities without entering the pier sheds; one hundred and sixty trucks have been loaded in one day at the connecting wharf, Piers 35-37. In some instances this has increased the efficiency and capacity of the pier approximately forty per cent.

A new concrete bulkhead wharf between Piers 44-46 has replaced the old timber bulkhead, thereby eliminating a fire hazard and making it possible to use this bulkhead for heavy bulk cargoes.

A galvanized iron storage shed constructed opposite Pier 54 provides a much needed facility for the storage of fishmeal and other commodities.

A large lumber terminal has been established on the filled land adjacent to Pier 92. Millions of feet of lumber are now on storage at this site. This facility fills a long needed requirement of the lumber industry.

Two finger wharves were constructed between Piers 50 and 54 for berthing purse seiners and small craft to relieve berthing problems at the regular cargo piers during the peak of the fishing season.

Old Piers 9, 11 and 19 have been removed and have been replaced by the two modern Piers 9 and 19, creating the necessary berthing and cargo space for the large vessels operated by the steamship companies using these facilities.

An addition to the State Products Terminal is now in the course of construction to alleviate congestion and aid in the further concentration of cotton, canned and dried fruit and other California farm products for the export trade.

Piers are now allocated as follows:

COASTWISE: Total number, 10.

Piers 16, 17, 20, 40, 43, China Basin Channel, 16th Street, 17th Street, Islais No. 88 and Islais No. 92.

INLAND WATERWAY: Total number, 7,

Piers 1, 3, 5, 7, 14, 27 and 49,

INTERCOASTAL: Total number, 12.

Piers 24, 26, 28, 29, 31, 34, 35, 38, 39, 48A, 48B and 50B.

Foreign and Offshore: Total number, 21.

Piers 9, 15, 18, 19, 22, 23, 25, 30, 32, 33, 36, 37, 41, 42, 44, 45, 46, 50A, 54, 56 and Islais No. 90,

MISCELLANEOUS: Total number, 4.

Fishermen's Wharf, Refrigeration, grain, Banana and lumber terminals.

During the period July 1, 1936, to June 30, 1938, there were 33,072 vessel operations. This figure, however, does not include many of the thousands of inland waterway movements, such as—

Steamers, motorships, barges and lighters transporting thousands of tons of cargo to and from this Port to bay and river points.

Passenger and auto ferries which operate daily on a twelve minute schedule during the peak hours.

The car ferry floats plying from six car ferry slips to various transbay terminals.

The hundreds of purse seiners and small fishing craft frequently arriving and departing.

Numerous petroleum operations conducted by oil motorships, barges and lighters.

The large number of daily towboat operations performed by towboat companies while engaged in towing and varied services.

Heavy lift derrick lighters and floating salvage equipment; and specially equipped barges and lighters for ship repair work, painting, sandblasting and other miscellaneous work.

In conclusion, I wish to thank the members of the Board of State Harbor Commissioners for their support, and the employees of this department for their loyal cooperation.

Respectfully submitted,

#### REPORT OF SUPERINTENDENT OF STATE BELT RAILROAD

TO THE BOARD OF STATE HARBOR COMMISSIONERS, San Francisco, California.

#### GENTLEMEN:

Herein is submitted my report as Superintendent of the State Belt Railroad for the biennium, July 1, 1936, to June 30, 1938:

#### CONDUCTING TRANSPORTATION:

During the period of this report a general decrease in all forms of railroad transportation, particularly in freight traffic, has necessarily been reflected in the returns of the State Belt Railroad. This facility of the Port of San Francisco, being the receiving center of a large portion of the automobile distribution in this part of California, has been adversely affected by unsettled conditions in the automobile industry. Looming largely as a factor in the decrease in car handling is the fact that during the severe weather of the winter of 1937-1938 one of the standard railroads whose normal business contributes heavily to the revenue use of our marine and rail facilities, almost completely abandoned their main line work for a six-month period during the reconstruction of their road. Both of these factors are conditions over which the Board of State Harbor Commissioners or the management of the State Belt Railroad had no control or responsibility, but may be said to be directly responsible for the condition reflected in the comparative statement of cars switched as shown below:

	Biennium July 1, 1934, to June 30, 1936	Biennium July 1, 1936, to June 30, 1938	
Revenue cars	173,591	172,755	836 decrease
	121,612	123,553	1,941 increase

The analysis indicates a decrease of 836 revenue cars as well as an increase of 1941 nonrevenue cars. It must be observed that insofar as return to the Belt Railroad is concerned, any increase in nonrevenue car handling reflects additional operating cost, and that in effect an 'increase' in this item represents a 'decrease' in a railroad operating statement. Cause of the increase in nonrevenue car handling has been the effort of the trunkline railroads to circumvent non-L.C.C. controlled shipments by keeping on hand for loading a large number of all types of commodity cars. Cancellation of shipper car orders has occasioned many outbound movements of nonrevenue cars, and in these instances each of these movements of nonrevenue cars has represented to the Belt Railroad two switches for which tartiff return is less than the charge for one switch with a loaded car.

The decrease of 836 cars over the period covered by this report in itself does not reflect the adverse effect on the items of revenue and operating cost actually experienced, for the reason that the curtailment of revenue occurred entirely in the last year of the biennium after an actual increase in revenue during the first year. Inspection of the figures respresenting revenue car handling on a yearly basis below will indicate increases from the last year of the last biennium to the last year of the biennium covered by this report, i.e.:

1935–1936	90,113
1936–1937	91,217 increase of 1,104
1937–1938	81.538 decrease of 9.679

It must be pointed out that the decreased number of revenue cars handled does not necessarily mean that operating costs may be reduced correspondingly. The same number of industries require switching services in the period 1937-1938 as required switching service during the period of 1936-1937, the only difference being that the number of cars handled on each switch is less. The time of our switching crews and the necessity for power is practically the same to spot one car at an industry as it is to place two cars. While every effort has been made to reduce expense in the face of declining revenue, it has been necessary to maintain power and crews at a level consistent with efficient service. Expeditious service must be furnished perishable commodities and export cars and as a result we have been unable to operate with less than eight crews daily, except on Sundays and holidays.

#### MAINTENANCE OF WAY AND IMPROVEMENT:

Certain sections of the main tracks and storage yards of the State Belt Railroad had been permitted in years past to have completely outlived their capacity and usefulness. During the period of this and the preceding biennium,

it has been our effort to reconstruct and rehabilitate this trackage to properly handle the larger power and equipment that has been developed. This policy of reconstructing our facilities to meet the growing trend of present day railroading is continuing at the prearranged schedule, and the following figures should prove interesting:

3.41 6 1 1 1 1 1 1 1	_ 2.5
Miles of track reconstructed	_ 2.)
3 44 6 1 1 1 1 1 1 1 1 1	0.5
Miles of track laid with heavier rail	_ 0.5

The use of untreated cross-ties has been discontinued due to their short life in paved areas, the cost of creosoted ties being only slightly in excess of the cost of untreated ties. During the years to follow, cost of tie renewals will reflect a considerable saving. Under our retieing program there has been used approximately 2,200 yards of crushed rock, 5,000 creosoted cross-ties, and 1,500 switch ties with necessary tie-plates and fastenings. The use of air machinery to assist track gangs wherever possible and thermit welding in paved areas has raised the standard of maintenance considerably.

#### MAINTENANCE OF EQUIPMENT:

New method of driving box lubrication adopted during the last biennium has proven very satisfactory and is now standard on all locomotives. Its use has reduced lubrication costs over fifty per cent and maintenance costs of these units in excess of thirty per cent. There has been devised a driving wheel tire flange lubricator, using crank-case oil for lubrication. While we have not had time to adequately test this lubricator, it should prove very satisfactory. During the biennium we have completed and are ready to place in service one new 5,000 gallon engine tender; this tender having been completely constructed with our roundhouse facilities and personnel at costs far below market price. Due to the United States Supreme Court sustaining the Power Reverse Gear and Stoker Laws of the Interstate Commerce Commission, it has become necessary to equip six of our locomotives with this power reverse gear at an approximate cost of \$550.00 per locomotive. Engine No. 11 was equipped with this gear when purchased in 1927. I might add that the State Belt Railroad is the first and only road in the Western territory to be completely meeting the equipment standards of the law one-hundred per cent. Thermit welding equipment has been improved to such a point that we are in a position to expertly weld any machinery for other departments of the Board of State Harbor Commissioners.

In conclusion, I wish to point out that while tonnage figures indicate a considerable decrease in revenue and an increased cost of handling, circumstances clearly obviate any reflection as to management responsibility. During the period covered by this report, cost of all base materials has increased; salary rates applicable to all railroad workers in the nation have been increased and subsequently maintained at present levels by action of the National Railway Wage Board and therefore in accordance with State law we have had to increase our rates accordingly. While standard railroads, both Class I and switching roads, have increased freight rates approximately 18 per cent, the State Belt Railroad still maintains and has maintained over the entire period covered by this report a \$4.00 per car switching charge. We have not permitted these adverse conditions however, to affect the efficiency of our organization and the service to our patrons is being maintained at a high standard.

To the Board of State Harbor Commissioners, I wish to express my deep appreciation for their cooperation in connection with the operation of the State Belt Railroad.

Respectfully submitted,

JOSEPH V. NARDINI, Superintendent.



VIEW OF THE EMBARCADERO IMMEDIATELY NORTH OF THE FERRY BUILDING

#### REPORT OF LEGAL MATTERS PERTAINING TO THE BOARD

During the biennium, July 1, 1936, to June 30, 1938, the following legal matters have been handled for the Board of State Harbor Commissioners for San Francisco Harbor by its attorney, the Attorney General of the State of California.

These matters will be reported under the following classifications:

- I. Contracts and Agreements.
- II. Claims Against and In Behalf of the Board.
- 111. State Belt Railroad.
- IV. Other Litigation.
- V. Miscellaneous.

#### 1

### CONTRACTS AND AGREEMENTS.

(a) Contracts for work to be done on the water front:

During the period from July 1, 1936, to June 30, 1938, twenty-three contracts were drawn by the legal department of the Board and approved by the Attorney General, amounting to the total sum of \$1,684,412.36, for work to be done for the improvement of the harbor and waterfront under the jurisdiction of the Board.

#### (b) Miscellaneous

Advice has also been given both oral and written, as to the proper form of contracts, agreements, specifications and bonds submitted for approval; and various legal documents in connection with contracts, leases, agreements, resolutions, etc., have been prepared as required.

#### 11

#### CLAIMS AGAINST AND IN BEHALF OF THE BOARD

Claims against the Board:

(a) Twenty-one claims for damages alleged to have arisen because of injuries to persons or property by reason of the operation and maintenance of the State Belt Railroad, and six claims for damages, arising out of other accidents on the waterfront have been considered and the claimants or their attorneys answered. Liability in all cases was denied. Suit was filed on one claim and dismissal obtained.

(b) Three compensation claims in favor of employees of the Board have been considered. Two of these were

paid and one is pending.

Claims made in behalf of the Board:

- (a) Two claims for damage to State Belt Railroad equipment were presented to parties responsible for same and are now in process of collection. Eleven claims for damage to other Harbor Board property have been presented to parties responsible for them. Two of these have been collected, four are now in process of collection and five have been written off the books as uncollectible.
- (b) Twelve claims on behalf of the Board arising from other sources than accidents have been considered. Five of these have been collected, five are in process of collection and two have been written off the books as uncollectible.

#### 11

#### STATE BELT RAILROAD

- (a) Inquests: Four coroner's inquests were attended with regard to accidents which occurred on the State Belt Railroad.
- (b) Accidents: In addition to twenty-one claims for damages alleged to have arisen because of injuries to persons or property by reason of the operation of the State Belt Railroad, and two claims for damage to State Belt Railroad equipment, reported under the heading "Claims," fifty-seven reports on other accidents on the State Belt Railroad were received and considered, but no claims on said accidents have as yet been made against the Board.
  - (c) Litigation arising out of the operation of the State Belt Railroad:

Crean v. Harbor Board, et al. No. 17461, United States District Court, Northern District of California, Southern Division. Action for damages in the sum of \$50,000 for death of Charles Crean. By stipulation, cause dropped from calendar subject to restoration on notice. Thirty days subsequent to restoration granted in which to plead. Pending.

Maurice v. State of California. No. 279921, Superior Court, City and County of San Francisco. Action for

Maurice v. State of California. No. 279921, Superior Court, City and County of San Francisco. Action for damages in the sum of \$50,000 for injuries to Thomas W. Maurice, employed as a switchman on the State Belt Railroad. Action brought pursuant to provisions of Federal Employers' Liability Act and Federal Safety Appliance Act. Motion to dismiss filed, and dismissal without prejudice filed and case closed. Subsequently, this case was filed in the United States District Court, Northern District of California, Southern Division, No. 20430-L, under the same set of facts. Special Appearance and Demurrer to Complaint objecting to Jurisdiction of the Court filed. Pending.

State of California v. Latimer, et al. No. 20 Original, United States Supreme Court, October Term, 1937. Complaint in Equity to enjoin the Federal Railroad Retirement Board from enforcing the provisions of the Railroad Retirement Acts of 1935 and 1937 against the State of California or the State Belt Railroad; and to enjoin the United States Commissioner of Internal Revenue from enforcing against the State of California or the State Belt Railroad the terms of the Carriers Taxing Act of 1937. Leave to file complaint granted and case docketed for October Term, 1938. Pending.

Various opinions and advice, both oral and written, have been given the Board with regard to matters arising

in connection with the operation of the State Belt Railroad.

#### 1V

#### OTHER LITIGATION

#### (a) Cases involving claims against the Board:

#### A. Damage Claims.

Allison v. Harbor Board, et al. No. 227611, Superior Court, City and County of San Francisco. Action for damages in the sum of \$20,000 for death of A. D. Allison in an accident on the waterfront near Third Street Bridge. Demurrers were filed. By consent, demurrers were dropped from calendar. Pending.

Andreotti v. Southern Pacific Company, Harbor Board, et al. No. 104888, Municipal Court, City and County of San Francisco. Action for damages for injuries to person sustained on account of defective condition of runway in

the Ferry Building. Dismissal filed as to Harbor Board and P. W. Meherin, et al. Closed.

Filmore v. State of California, Harbor Board, et al. No. 140723, Superior Court, City and County of San Francisco. Action against the State and Harbor Board for damages alleged to have been received by plaintiff on account of defective condition of sidewalk on waterfront. Action dismissed as to defendants, State of California, Harbor Board, Ray L. Riley and State Board of Control. Demurrer of H. R. Nielsen and P. W. Meherin to First Amended Complaint sustained. Motion of State of California, et al., for change of venue dropped from calendar. Pending.

Howard v. Key Terminal Railway, Ltd., and Harbor Board. No. 242954, Superior Court, City and County of San Francisco. Action for damages in the sum of \$5,310 for injuries received in passageway to Key Terminal Railway ferry slip on San Francisco waterfront. Complaint filed and summons issued. Never served on Harbor Board.

Pending.

Note: Claim of \$5,310 disallowed by Board of Control on December 11, 1934.

McCarthy, et al. v. State of California, Harbor Board, et al. No. 214303, Superior Court, City and County of San Francisco. Action for damages in the sum of \$20,000 for the death of Henry McCarthy in an accident on the San Francisco waterfront at Pier 45. By stipulation, demurrer to amended complaint dropped from calendar to be restored on written notice. Pending.

Schaal v. Watts and Harbor Board. No. 98898, Superior Court, Alameda County. Action for damages in the sum of \$25,000, alleged to have arisen by reason of the operation of a truck belonging to the Harbor Board. Motion

for change of place of trial to San Francisco County granted. Case never refiled. Pending.

Semelman'v. Southern Pacific-Golden Gate Ferries, Ltd., and Harbor Board. No. 65534, Municipal Court, City and County of San Francisco. Action for damages in the sum of \$2,000 for injuries alleged to have been received in the approach to the Vallejo boat slip on the San Francisco waterfront. Demurrer sustained. Pending.

#### B. State Employee Claims.

Fred J. Fegan, Reclassification Matter. Before State Personnel Board. Petition by Fred J. Fegan for reclassification of Civil Service position of Refrigeration Engineman to that of Chief Refrigeration Engineman. Hearing held

Reclassification ordered. Closed.

Hall v. Harbor Board, et al. No. 255123, Superior Court, City and County of San Francisco. Petition for Writ of Mandate for instatement of plaintiff in civil service status as Secretary-Stenographer to the Board, and for payment of salary from December, 1934, to date. Judgment in favor of plaintiff for instatement and payment of salary. Motion for new trial denied. Appealed to District Court of Appeal of California, First Appellate District, Division

Two, No. 10465. Judgment of Superior Court reversed. Closed.

Huntsman v. Harbor Board, et al.; La Force v. Harbor Board, et al. Civil No. 10115, District Court of Appeal, First Appellate District. Each of these cases originated in petition for writ of mandate to compel Harbor Board to pay portions of salaries of employees of the Board deducted from July 1, 1932, to August 1, 1934, on account of days employees did not work. These cases were consolidated for trial. Judgment for petitioners in Superior Court, Appeal from judgment of Superior Court in each case, ordering peremptory writ of mandate to issue directing payment of salaries by Board. Reversed. Hearing in Supreme Court denied. Closed.

Lagan v. Harbor Board, et al. No. 267228, Superior Court, City and County of San Francisco. Petition for Writ of Mandate to require reinstatement to position of Tinner's Helper with Harbor Board. Case tried. Judgment for

respondents. Closed.

John H. McKay. Before State Personnel Board. Petition for annulling and setting aside his resignation from Civil Service position of switchman on the State Belt Railroad. Hearing held. Petition denied. Closed.

"Donnell v. Harbor Board, et al. No. 269945, Superior Court, City and County of San Francisco. Petition for Writ of Mandate to require reinstatement to position of street sweeper under Harbor Board. Answer and Return to Petition for Writ of Mandate and Points and Authorities in Support thereof filed. Pending.

O'Rourke v. Harbor Board, et al. No. 268374, Superior Court, City and County of San Francisco. Petition for Writ of Mandate to require reinstatement to position of sweeper with Harbor Board. Consent to Dismissal of Action

and Dismissal of Action filed. Closed.

Shideler v. Harbor Board. No. 277465, Superior Court, City and County of San Francisco. Action by assignce of a number of pile driver foremen, engineers and pile men to recover \$15,184.86 alleged difference between a total amount paid assignors for services during the year 1936 and alleged amounts owing them for services by the Board. Demurrer of defendant filed. Overruled. Defendant's answer filed. Memorandum to set cause for trial filed. Pending.

Smith, James A. v. P. W. Meherin, et al. No. 271366, Superior Court, City and County of San Francisco. Petition of Writi of Mandate to require payment by Harbor Board of an award, under the Workmen's Compensation Act, of \$4,267 as compensation for injuries received in employment under Board. Claim settled. Dismissal filed.

Closed.

Vogel v. White. No. 130941, Superior Court, Alameda County. Action against Chief Engineer of Harbor Board for alleged value of services performed under appointment made in alleged violation of Civil Service Act. Judgment for defendant. Motion of plaintiff for vacation of judgment denied. Plaintiff has appealed from order of court denying motion for vacation of judgment. Pending.

#### C. Miscellaneous Cases.

General Petroleum Corporation v. P. W. Meherin, et al. No. 252409, Superior Court, City and County of San Francisco. Action on complaint for declaratory relief with respect to three separate leases of real property by the Board to the General Petroleum Corporation. Demurrer to amended complaint sustained. Plaintiff's second amended and supplemental complaint for declaratory relief filed. Demurrer of defendants to plaintiff's second amended and supplemental complaint and points and authorities in support thereof filed. Demurrer argued. Pending,

Henry Cowell Lime & Cement Co. v. State of California. No. 55947, Superior Court, City and County of San Francisco. Action to enjoin Harbor Board from interfering with possession of plaintiff of land at Sacramento Street and The Embarcadero, San Francisco, California. Case tried. Judgment and Decree for Permanent Injunction

in favor of plaintiff entered. Notice of appeal and request for transcript filed. Pending.

Marr v. Dodd, et al. (William Crowley). No. 271773, Superior Court, City and County of San Francisco. Action for Dissolution of Partnership, accounting, and to impress a trust upon secret profit of partners; complaint alleging conspiracy by defendant Crowley, as agent of the Board of State Harbor Commissioners, and others to oust partner-

ship from Pier 45. Action dismissed as to defendant Crowley. Closed.

P. W. Meherin v. Commissioner of Internal Revenue, No. 81035, United States Board of Tax Appeals; Platt v. Commissioner of Internal Revenue. No. 78930, United States Board of Tax Appeals. Above named petitioners filed petitions with the United States Board of Tax Appeals for redetermination of deficiencies of income tax determined by United States Commissioner of Internal Revenue to be due the United States government from petitioners on account of salaries received from the State of California as officers of said State engaged in administering the affairs of San Francisco Harbor. Hearing held by United States Board of Tax Appeals. Decision of said Board (35 B.T.A. 472) rendered that slaries of petitioners are immune from Federal taxation. Closed.

#### (b) Proceedings on behalf of the Board:

#### A. Admiralty proceedings.

The Bank of California, National Association v. The American Vessel "Sunshine," et al. No. 22722-R, In Admiralty, United States District Court, Northern District of California, Southern Division. Libel in Intervention filed by Harbor Board for dockage and rental in the amount of \$835.07. Case settled and libel in intervention dismissed. Closed.

#### B. Bankruptcy Proceedings.

In the Matter of Bayside Steamship Company, Bankrupt. No. 21427-K, United States District Court, Northern District of California, Southern Division. Claim of Harbor Board for dockage, tolls, rents and switching in the sum of \$1,564.80 filed with referee in bankruptcy. Ten per cent dividend paid on wage claims, nothing left for other creditors. Board's claim reported uncollectible. Closed.

In the Matter of Bishop-Pera Company, Inc., Bankrupt. No. 26986-R, United States District Court, Northern District of California, Southern Division. Proof of claim of Board for refrigeration charges in the sum of \$4.99 filed with referee in bankruptey. Received first and final dividend of eight per cent in the amount of \$0.40. Balance of

Board's claim reported uncollectible. Closed.

In the Matter of Los Angeles-Long Beach Despatch Line, Bankrupt. No. 26960-S, United States District Court, Northern District of California, Southern Division. Proof of claim of Harbor Board for rent, dockage, tolls, demurage, switching, electricity and repairs in the amount of \$2,812.59 filed. Received First and Final Dividend in the amount of \$467.73, being 16.63 per cent of the total claim of the Board. Balance of Board's claim in the amount of

\$2,344.86 reported uncollectible. Closed.

In the Matter of South Coast Steamship Co., Bankrupt. No. 25857-S, United States District Court, Northern District of California, Southern Division. Proof of claim of Harbor Board for rental, dockage, tolls, wharf demurrage and dock storage in the amount of \$2,046.38 filed. The final account of the trustee in bankruptcy was filed and approved, showing that after disbursements were deducted from the sale of assets, the balance on hand was not sufficient to pay the claims of the preferred creditors, and nothing left with which to pay the claims of general creditors, of which the Board was one. The Board's claim was therefore reported uncollectible. Closed.

In the Matter of Eberhard H. Stahlbaum, Bankrupt. No. 29181-L, United States District Court, Northern District of California, Southern Division. Proof of claim of Harbor Board for rental, dockage, tolls, switching and electricity in the amount of \$7.25. Balance of Board's

claim in the amount of \$537.56 reported uncollectible. Closed.

#### C. Debtor Proceedings.

In the Matter of Freighters, Inc., Debtor. No. 27580-R, United States District Court, Northern District of California, Southern Division. Proceeding for corporate reorganization under Section 77B of the National Bankruptcy Act. Order of Court made dismissing proceeding under Section 77B and appointing receiver. Claim of Harbor Board in the amount of \$5.60 presented and paid. Closed.

In the Matter of Kitsap Steamship Company, Debtor. No. 34797, United States District Court, Western District of Washington, Northern Division. Proceeding for corporate reorganization under Section 77B of the National Bankruptey Act. Proof of Claim of Harbor Board for dockage in the amount of \$12.85 sent to Special Master,

Ben L. Moore, for filing with referee in bankruptcy, Seattle, Washington. Pending.

In the Matter of The Charles Nelson Co., Debtor, In the Matter of Nelson Steamship Company, Debtor. No. 27277-S. United States District Court, Northern District of California, Southern Division. Proceedings for corporate reorganization under Section 77B of the National Bankruptcy Act. Proof of Claim of Harbor Board in each proceeding, for rental, dockage, tolls, demurrage, electricity, switching, towing and damage claims in the amount of \$31,055.13 filed with referee in bankruptcy. Trustee of property and assets of debtors appointed by the court. Proof of Claims of Maritime Liens on certain vessels filed April 28, 1937. Pending.

In the Matter of Pacific Steamship Lines, Ltd., Debtor. No. 26788-L, United States District Court, Northern District of California, Southern Division. Proceeding for corporate reorganization under Section 77B of the National Bankruptcy Act. Proof of Claim of Harbor Board for rental, dockage, electricity and switching charges in the amount of \$30,863.75 filed with referee in bankruptcy. Amendment to Proof of Claim filed July 27, 1937. Received \$54.00 dockage from proceeds of the sale of the S.S. 'Dorothy Alexander.' After deducting this payment, claim was allowed

for \$30,779.30. Pending.

In the Matter of Sgobel & Day Company, Debtor. No. 7721, United States District Court, Northern District of California, Northern Division. Proceeding for corporate reorganization under Section 77B of the National Bankruptcy Act. Proof of Claim of Harbor Board for refrigeration services in the amount of \$1,279.45 filed with referee in bankruptcy, Sacramento, California. Pending.

#### D. Miscellaneous Cases.

People v. Cottrell & Graefe, et al. No. 108474, Municipal Court, City and County of San Francisco. Complaint on open book account for refrigeration charges due Harbor Board in the amount of \$186.87. Trial held. Judgment for plaintiff in the sum of \$186.87 and costs. Closed.

Action J. Mitchell Co. v. William Gissler, Jr., et al. No. 264883, Superior Court, City and County of San Francisco.

Action to determine title to proceeds of insurance policy on the vessel "F. S. Loop," belonging to Los Angeles-Long Beach Despatch Line. Harbor Board was one of parties defendant. Maintenance of action enjoined by order of

United States Referee in Bankruptcy. Dismissal with Prejudice filed. Closed.

People v. Wallier. No. 67800, Municipal Court, City and County of San Francisco. Action for money due for rental of office space in the sum of \$65.00. Judgment for plaintiff for \$65.00 and costs, making a total of \$73.71. Upon investigation, it was ascertained that the only assets Mr. Wallier has is a 1929 Cord automobile, which, under Section 690.24, Code of Civil Procedure, is exempt from execution. The judgment was, therefore, reported as uncollectible. Closed.

#### V

#### MISCELLANEOUS

(a) Opinions: Opinions were rendered to the Board in re the following matters:

Deductions should be made from compensation of State Belt Railroad employees as provided by Fed-

eral Railroad Retirement Act of 1935.

Power of Director of Finance to prescribe conditions of deposits in banks by Board of State Harbor Commissioners of state moneys under their control is subject to the limitation that he cannot, without approval of the Board, designate the persons who shall draw checks against such deposits nor change such designation without the approval of the Board.

Harbor Board has no express or implied power to expend revenues for advertising purposes, etc.; Board has authority to lease certain lands for industrial purposes subject to lessees agreeing to improve said lands with manufacturing plants, and has right to use proceeds of bond issues for filling in and improving portions of said lands; reversionary interest of State in said lands would be free from local taxation but leasehold interests of lessees would be subject to tax.

Whether employees of State Belt Railroad are members of State Retirement System depends upon validity of Federal Railroad Retirement Act, the legality of which is involved in action now pending in federal courts. Harbor Board advised to continue to make deductions from salaries of such employees under state system until validity of Federal act is settled.

Harbor Board has sole authority to grant a permit to any person, association or corporation to institute a passenger service routed over the whole or any part of the Embarcadero of San Francisco.

Claim of United States for penalty for breach of Federal Safety Appliance Act legal and should be paid pursuant to Section 243, Political Code.

Ascertainment of prevailing wage in call for bids and contracts of Harbor Board should not be based on demands for increases in wages, which increases have not been actually paid on any job.

Harbor Board legally liable for repayment of percentages of compensation deducted under the Act of Congress of August 29, 1935, for period from March 1, 1936, to December 31, 1936, and for repayment of difference between 314 per cent and 234 per cent deducted from such compensation after December 31, 1936.

Harbor Board is not required to submit contracts for purchase of fire hose and electric light fixtures for approval of Department of Finance.

Discussion of conditions under which tolls and wharfage may legally be charged by the Board of State Harbor Commissioners, particularly as applied to Rosenberg Bros.' Rice Mill on Islais Creek.

Harbor Board has no claim for interruption of electric current not caused by negligence of Pacific Gas & Electric Co. Pacific Gas & Electric Co. not guarantor of uninterrupted service.

Board of State Harbor Commissioners has no power to make agreement for cancellation of lease of waterfront lands or for compromise settlement of obligations of lessees under any such lease.

Board of State Harbor Commissioners has power to insure improvements owned by state on property assigned by it to any person, but cannot insure interest of assignee therein nor use proceeds of Board's insurance to rebuild structures for use of assignee.

Harbor Board advised that State should claim ownership of all spur and switch tracks built by railroad companies on state property connecting with Belt Line Railroad, for all purposes of Interstate Commerce valuation of Belt Line Railroad.

Legislature has power to transfer title to India Basin lands, owned by State, to the United States with or without compensation, and without consent of City and County of San Francisco.

Board of State Harbor Commissioners may insert in assignment of space a clause providing that structures, improvements, etc., erected upon assigned property shall belong to the assignee, provided that the Board may condemn and purchase same on termination of assignment.

Discussion of application of Civil Service Law to employees of State Refrigeration Terminal on San Francisco waterfront.

Discussion of what constitutes "trade fixtures," removable by tenant, under assignment of use of state lands on Form 28 by Board of State Harbor Commissioners.



#### HARBOR FACILITIES

June 30, 1938

LAND— Seawall lots and other reclaimed lands. Embarcadero and other streets. Submerged land inside of seawall line. Submerged land between seawall and pierhead line.	105 acres 204 acres 491 acres 1,112 acres
Total area	1,912 acres
Pier and Wharf Area—	
Covered, ground floor	7.54 acres 7.54 acres 74.83 acres 1.61 acres
Total acres	195.62 acres
Berthing space, exclusive of pier ends	17.5 miles 6 15
Belt Railroad Equipment—	
Locomotives, 75 ton Locomotive crane, 15 ton	<i>7</i> 1
Belt Railroad Trackage—	
Tracks operated by State Belt Railroad:  Main tracks, owned  Yard switching tracks, owned  Operated under trackage rights, not owned	11.04 miles 27.65 miles 12.17 miles
Total operated	50.86 miles
Tracks owned but not operated by State Belt Railroad: Yard switching tracks	16.63 miles

#### PORT FAMED TO NAVIGATORS

The Port of San Francisco is situated in latitude 37° 48′ north, longitude 122° 25′ west, and is located in Central California on the west coast of the United States, almost midway between the Canadian and Mexican borders. San Francisco, its romance and its beauty aside, and irrespective of its prestige as the metropolis of the Pacific, has been famed among navigators for more than a hundred years as one of the three greatest natural harbors of the world.

#### TEN MILES OF WATER FRONT

The San Francisco water front extends from the Presidio on the north to the San Francisco-San Mateo County line on the south, a distance of approximately ten miles. The Embarcadero, a 200-foot thoroughfare, owned and maintained by the State, runs along the water front adjacent to the piers, the wholesale and shipping district and industrial plants.

#### WATER FRONT AUTO DOCK

One of the busiest spots along the San Francisco water front is the automobile unloading platform on North Point Street. It is conveniently located on an industrial spur of the Southern Pacific and the State Belt Railroad. Since this interchange station was established several years ago business there has steadily increased and it has become one of the principal sources of revenue to the Belt Line. A yearly average of about 3,500 carloads of autos and accessories are unloaded at this platform for use on the coast and for shipment overseas.

#### DRYDOCKS, MARINE RAILWAYS AND DERRICK FACILITIES IN THE PORT OF SAN FRANCISCO

#### Graving Docks

#### HUNTERS POINT

#### Bethlehem Shipbuilding Corporation, Limited:

- No. 2. Length, 750 feet; width, top, 103 feet; width, bottom, 74 feet; depth, over sill, 28 feet 6 inches.
- No. 3. Length, 1,020 feet; width, top, 153 feet; width, bottom, 110 feet; depth, over sill, 45 feet 6 inches.

#### Floating Dry Docks

#### Bethlehem Shipbuilding Corporation, Limited:

- No. 2. Length, 271 feet; width, 66 feet; capacity, 2,000 tons.
- No. 3. Length, 301 feet; width, 68 feet; capacity, 2,500 tons.
- No. 4. Length, 450 feet; width, 80 feet; capacity, 6,500 tons.

#### Moore Dry Dock Company:

- No. 4. Length, 460 feet; width, 92 feet; capacity, 20,000 tons.
- No. 5. Length, 390 feet; width, 92 feet; capacity, 15,000 tons.

#### Marine Railways

#### Moore Dry Dock Company:

- No. 1. Length, 452 feet; width, 68 feet; capacity, 8,000 tons. Length of largest vessel taken, 454 feet. With extensions.
- No. 2. Length, 422 feet; width, 68 feet; capacity, 7,000 tons. Length of largest vessel taken, 446 feet. With extensions.
- No. 3. Length, 422 feet; width, 68 feet; capacity, 6,000 tons. Length of largest vessel taken, 430 feet. With extensions.

#### General Engineering and Dry Dock Company:

- No. 1. Length, 340 feet; width, 65 feet; capacity, 4,000 tons. No. 2. Length, 250 feet; width, 60 feet; capacity, 2,500 tons. No. 3. Length, 434 feet; width, 76 feet; capacity, 6,000 tons.

#### Crowley Shipyard:

- No. 1. Length, 82 feet; width, 32 feet; capacity, 300 tons.
- No. 2. Length, 146 feet; width, 52 feet; capacity, 1,000 tons.

#### Shear Leg Derricks

#### Bethlehem Shipbuilding Corporation, Limited:

1 stationary, 100-ton capacity,

#### Moore Dry Dock Company:

1 stationary, 100-ton capacity,

#### Floating Boom Derricks

#### General Engineering and Dry Dock Company:

1 derrick, length of boom, 90 feet; lifting capacity, 7 tons.

#### Harbor Tug and Barge Company:

1 derrick, length of boom, 75 feet; lifting capacity, 15 tons.

#### Haviside Company:

- 1 derrick, length of boom, 100 feet; lifting capacity, 30 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 40 tons.
- 1 derrick, length of boom, 107 feet; lifting capacity, 100 tons,

#### Smith, Rice and Company, Incorporated:

- 1 derrick, length of boom, 100 feet; lifting capacity, 25 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 30 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 50 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 100 tons.

#### Salvage Equipment

#### Haviside Company:

1 sea-going salvage and derrick barge. Length of boom, 100 feet; lifting capacity, 100 tons.

#### SAN FRANCISCO PILOTAGE AND TOWAGE RATES

# Port of San Francisco—Charges, Regulations, Etc., Not Under Jurisdiction of Board of State Harbor Commissioners

#### PILOTAGE

Jurisdiction: San Francisco Board of Pilot Commissioners, a state body, composed of three members. Office of Commissioner. Merchants Exchange Building, San Francisco; Pilot Office, Pier 7, San Francisco.

Pilotage in and out of San Francisco Harbor is under the jurisdiction of a State Board of Pilot Commissioners, appointed by the Governor, which body establishes the rules and regulations regarding the conduct of all pilots, as well as licensing and commissioning pilots.

Pilotage in and out of San Francisco Bay is generally compulsory, except as follows:

All vessels sailing under an enrollment, and engaged in the coasting trade between the Port of San Francisco and any other port of the United States are exempt from pilotage unless a pilot be actually employed.

All foreign vessels and all American vessels from a foreign port or bound thereto, and all vessels sailing under a register between the Port of San Francisco and any other port of the United States are liable for pilotage:

Rates for pilotage are fixed by state laws as follows:

All vessels under 500 tons, \$2 per draught foot;

All vessels over 500 tons, \$2 per draught foot and 11/8 cents per ton for each and every ton registered measurement; and every vessel spoken inward and outward bound, except as hereinafter provided, shall pay the said rates.

A vessel is spoken by day by a pilot boat displaying a union jack, or by night displaying a torch or flare-up within a distance of three miles of the vessel. In all cases where inward bound vessels are not spoken until inside of the bar the rates of pilotage herein provided shall be reduced 50 per cent. Vessels engaged in the whaling or fishing trades shall be exempt from all pilotage except where a pilot is actually employed.

In the event a vessel not carrying cargo to the Port of San Francisco, nor seeking any thereat, is compelled to enter said port solely by reason of her being in distress or requiring repairs, provisions or fuel, the rates of pilotage into said harbor shall be as follows:

All vessels under 500 tons, \$1 per draught foot;

All vessels over 500 tons, \$1 per draught foot and I cent per ton for each and every ton registered measurement; and every vessel spoken inward bound shall pay the said rates. There shall be no reduction of rates of pilotage to vessels in distress where the vessel is spoken inside the bar. In the event that the vessel shall leave the Port of San Francisco without carrying any cargo therefrom, she shall pay the last-mentioned rates of pilotage out of the harbor of San Francisco.

#### **TOWAGE**

Towage in San Francisco is conducted by private tow boat companies and the charges for the services performed vary according to the conditions under which the contract is to be carried out, but are generally assessed within the range of the following schedule:

#### Steam and Motor Ships

(Charges based on net tonnage of vessel)

(College states and the college of college)		
1. Services of tug assisting to dock on city front	\$25.00 to \$40.00	
Towing (without power) from dock to dock between Meiggs (Fishermen's) Wharf to Mission Rock	75.00 to 150.00	
3. Services of tug assisting to Union Iron Works or Hunters Point	40.00 to 70.00	
4. Towing (without power) to Union Iron Works or Hunters Point	90.00 to 225.00	
5. Services of tug assisting to Oakland Harbor	50.00 to 70.00	
6. Towing (without power) to Oakland Harbor	100.00 to 225.00	

#### UNITED STATES GOVERNMENT REGULATIONS, FEES AND OFFICIALS

#### CUSTOMS DISTRICT

Customs collection District No. 28, headquarters at San Francisco, comprises all of that portion of the State of California north of San Luis Obispo, Kern and San Bernardino counties.

Customs House, located at Washington and Battery Streets, San Francisco. Customs Officer: Collector of Customs, Charles O. Dunbar; Assistant Collector, George A. Marshall.

#### CUSTOMS FEES

The ordinary entrance fees for vessels arriving from foreign ports with cargo are \$2.50.

The ordinary clearance fees for vessels going to foreign ports, either American or foreign vessels, are \$2.50.

Foreign vessels entering from a domestic port are charged a fee of \$2; likewise a fee of \$2 for clearing to a domestic port.

#### UNITED STATES INSPECTION OF STEAM VESSELS

Capt. Wm. Fisher, Customs House, Supervising Inspector Seventh District.

Winslow D. Conn, United States Local Inspector of Boilers.

Capt. John P. Tibbetts, United States Local Inspector of Hulls.

#### UNITED STATES SHIPPING COMMISSIONER

John A. Rylander, Appraiser's Building.

#### UNITED STATES IMMIGRATION SERVICE

John J. McGrath, Commissioner of Immigration; offices: Angel Island and Customs House, San Francisco.

#### UNITED STATES QUARANTINE SERVICE

Dr. French Simpson, Medical Director, United States Public Health Service; offices: Angel Island and Barge Office, Fishermen's Wharf, San Francisco.

The Federal Government handles the entire matter of inspection, quarantine and fumigation in this port. Where fumigation is required, the charge amounts to about 12 cents per thousand cubic feet of air space fumigated, plus \$1 for supervision and \$2 labor.

#### UNITED STATES LIGHTHOUSE SERVICE

H. W. Rhodes, Superintendent; office: Customs House.

#### UNITED STATES ATTORNEY

Frank J. Hennessy; office: Post Office Building.

#### UNITED STATES MARSHAL

George Vice: office: Post Office Building.

#### UNITED STATES PASSPORT AGENCY

Somerset A. Owen, Passport Agent; office: Customs House.

#### INTERNAL REVENUE DEPARTMENT

Clifford C. Anglim, Collector; office: Federal Office Building, Civic Center.

#### UNITED STATES BUREAU OF FOREIGN AND DOMESTIC COMMERCE

John J. Judge, District Manager; office: Customs House.

#### UNITED STATES COAST GUARD SERVICE

Captain Stanley V. Parker, Commander, San Francisco Division; office: Customs House,

#### LIFE SAVING DIVISION

Lieut. Com. S. B. Johnson, District Commander; Customs House.

#### UNITED STATES NAVY

Office: Twelfth Naval District, Federal Office Building, Civic Center.

#### FEDERAL HORTICULTURAL SERVICE

Office: Plant Ouarantine, Ferry Building.

#### BOARDS OF STATE HARBOR COMMISSIONERS

First Board—C. L. Taylor, appointed November 4, 1863; D. C. McRuer, appointed November 4, 1863; S. S. Tilton, appointed November 4, 1863.

SECOND BOARD-C. L. Taylor, S. S. Tilton, James Laidley, appointed November 6, 1865.

THIRD BOARD—S. S. Tilton, James Laidley, James H. Cutter, appointed November 4, 1867.
FOURTH BOARD—James H. Cutter, John J. Marks, appointed December 6, 1869; Jasper O'Farrell, appointed

January 15, 1870.

FIFTH BOARD—John J. Marks, Jasper O'Farrell, Washington Bartlett, appointed June 23, 1870.

SIXTH BOARD—John J. Marks, Jasper O'Farrell, John Rosenfeld, appointed November 29, 1871.

SEVENTH BOARD—John Rosenfeld, Jasper O'Farrell, Lewis Cunningham, appointed March 1, 1873.

EIGHTH BOARD—Lewis Cunningham, John Rosenfeld, Samuel Soule, appointed March 13, 1873.

NINTH BOARD—Lewis Cunningham, Samuel Soule, T. D. Mathewson, appointed June 5, 1873.

TENTH BOARD—Samuel Soule, T. D. Mathewson, D. C. McRuer, appointed April 21, 1874.

ELEVENTH BOARD-Wm. Blanding, appointed March 4, 1876; Bruce B. Lee, appointed March 4, 1876; A. M. Burns, appointed March 4, 1876. Frank McCoppin succeeded Burns, October 28, 1879.

TWELFTH BOARD—Wm. Blanding, G. S. Evans, appointed January 27, 1880; Wm. A. Phillips, appointed March

THIRTEENTH BOARD—Wm. Blanding, Wm. H. Knight, appointed November 23, 1882; Geo. S. Evans, Wm. A. Phillips.

FOURTEENTH BOARD-Wm. Irwin, appointed March 20, 1883; died March I, 1886; A. C. Paulsell, appointed March 20, 1883; John H. Wise, appointed March 20, 1883.

FIFTEENTH BOARD-Frank McCoppin, appointed April 1, 1886; A. C. Paulsell, John H. Wise

SIXTEENTH BOARD—William D. English, appointed March 13, 1887; A. C. Paulsell, John H. Wise.

SEVENTEENTH BOARD—William D. English, A. C. Paulsell, Charles O. Alexander, appointed March 13, 1889.

EIGHTEENTH BOARD—William D. English, Charles O. Alexander, William H. Brown, appointed March 13, 1890.

NINETEENTH BOARD—C. F. Bassett, appointed March 31, 1891; Charles O. Alexander, William H. Brown. Twentieth Board—C. F. Bassett, William H. Brown, Dan T. Cole, appointed March 13, 1893.

TWENTY-FIRST BOARD—C. F. Bassett, Dan T. Cole, F. S. Chadbourne, appointed March 13, 1894.

TWENTY-SECOND BOARD—E. L. Colnon, appointed March 14, 1894; Dan T. Cole, F. S. Chadbourne. TWENTY-THIRD BOARD—E. L. Colnon, F. C. Chadbourne, P. J. Harney, appointed March 20, 1897.

TWENTY-FOURTH BOARD—E. L. Colnon, P. J. Harney, Rudolph Herold, Jr., appointed March 13, 1898.

TWENTY-FIFTH BOARD—Paris Kilburn, appointed March 14, 1899; P. J. Harney, Rudolph Herold, Jr. TWENTY-FIFTH BOARD—Chas. H. Spear, appointed March 16, 1903; John C. Kirkpatrick, John D. McKenzie. TWENTY-SEVENTH BOARD—W. V. Stafford, appointed March 19, 1907; Henry J. Crocker, W. E. Dennison. TWENTY-EIGHTH BOARD—W. V. Stafford, W. E. Dennison, P. S. Teller, appointed April 1, 1909. TWENTY-NINTH BOARD—W. V. Stafford, P. S. Teller, George M. Hill, appointed January 7, 1911.

THIRTIETH BOARD—Marshal Hale, appointed March 26, 1911; George M. Hill, J. J. Dwyer, appointed March 26, 1911. Marshal Hale resigned July 27, 1911.

THIRTY-FIRST BOARD—J. J. Dwyer; George M. Hill, died July 10, 1912; Thomas S. Williams, appointed July 27, 1911.

THIRTY-SECOND BOARD—J. J. Dwyer, Thomas S. Williams, John H. McCallum, appointed July 30, 1912.

THIRTY-THIRD BOARD—Arthur Arlett, appointed February 15, 1917; Thomas S. Williams, John H. McCallum. Thomas S. Williams resigned June 6, 1918.

THIRTY-FOURTH BOARD—Arthur Arlett, John H. McCallum; Harry H. Cosgriff, appointed June 6, 1918.
THIRTY-FIFTH BOARD—John H. McCallum, Harry H. Cosgriff, Miles Standish, appointed December 6, 1918. Miles Standish resigned March 4, 1920.

THIRTY-SIXTH BOARD—John H. McCallum, Harry H. Cosgriff, Frederick S. Moody, appointed March 1, 1920. THIRTY-SEVENTH BOARD—Chas. H. Spear, appointed May 21, 1923; J. B. Sanford, appointed May 24, 1923; M. F. Cochrane, appointed August 1, 1923, died September 9, 1926; J. Sherman McDowell, appointed September

15, 1926. Chas. H. Spear resigned September 1, 1925. William A. Sherman, appointed September 1, 1925.

THIRTY-EIGHTH BOARD—C. L. Tilden, Frank C. Sykes, Paul Scharrenberg, appointed February 11, 1927. THIRTY-NINTH BOARD—P. W. Meherin, J. J. Tynan, Jos. A. Moore, appointed January 6, 1931. J. J. Tynan resigned April 20, 1933.

FORTIETH BOARD—P. W. Meherin, Jos. A. Moore; Maurice Asher, appointed April 21, 1933. Maurice Asher resigned August 3, 1933.

FORTY-FIRST BOARD-P. W. Meherin, Jos. A. Moore; Dr. Celestine J. Sullivan, appointed August 4, 1933.

#### BOARD OF STATE HARBOR COMMISSIONERS

## FINANCIAL REPORT OF THE EIGHTY-EIGHTH AND EIGHTY-NINTH FISCAL YEARS ENDED JUNE 30, 1937, AND JUNE 30, 1938

Account 1—Comparative Statement of Status of Financial Accounts, as of June 30, 1938 and June 30, 1937:

Schedule I. Fort Mason Tunnel Account.

Schedule IIA. Third San Francisco Seawall Sinking Fund Balance Sheet, as of June 30, 1938.

Schedule IIB. Third San Francisco Seawall Sinking Fund Transactions from July 1, 1936, to June 30, 1938.

Schedule IIIA. Second San Francisco Seawall Sinking Fund Balance Sheet, as of June 30, 1938.

Schedule IIIB. Second San Francisco Seawall Sinking Fund Transactions from July 1, 1936, to June 30, 1938

Schedule IVA. India Basin Sinking Fund Balance Sheet, as of June 30, 1938.

Schedule IVB. India Basin Sinking Fund Transactions from July 1, 1936, to June 30, 1938.

Schedule V. Comparative Statement of Property and Equipment, as of June 30, 1938, and June 30, 1937.

Schedule VI. Summary Statement of Property and Equipment acquired during the fiscal years 1937-1938 and 1936-1937, from various funds, and retirements, losses and transfers for the same period.

Account II. Comparative Statement of Income and Expense for the fiscal years ended June 30, 1938, and June 30, 1937:

wharves during the forty-four years, 1894-1938.

Schedule I. Comparative Statement of Analyses of Income from Operations for the fiscal years ended June 30, 1938, and June 30, 1937.

Schedule II. Comparative Statement of Expenditures for Administration, Operation and Maintenance for the fiscal years ended June 30, 1938, and June 30, 1937.

Exhibit A. Summary Statement of Tonnage by months over wharves for the fiscal years 1936-1937

and 1937-1938.

Exhibit B. Summary Statement showing tons of freight discharged and loaded over the State

Exhibit C. Statement showing contracts under way at date of last biennial report and since completed.

Exhibit D. Statement showing work contracted for and completed within the biennial period July 1, 1936, to June 30, 1938.

Exhibit E. Statement showing work contracted for and not completed within the biennial period July 1, 1936, to June 30, 1938.

# BOARD OF HARBOR COMMISSIONERS

Comparative Statement of Status of Financial Accounts as of June 30, 1938, and June 30, 1937

	Fiscal	Fiscal year ended June 30, 1938	80, 1938	Fiscal	Fiscal year ended June 30, 1937	0, 1937
		Detail	Total		Detail	Total
Fixed assets— Land. Buildings and structures. Equipment. Investment in State Belt Railroad of California. Deduct net amount of depreciation less adjustments	\$51,672 31 33,105 05	\$44,506,720 32 57,007,583 46 933,926 30 18,567 26		\$51,672 31 31,029 18	\$44,492,897 53 55,725,515 50 923,615 64 20,643 13	
Total fixed assets.  Current assets— Funds: San Francisco Harbor Improvement Fund Third San Francisco Seawall Fund.		\$1,451,486 26 392,035 86	\$102,466,797 34		\$1,671,859 75 1,076,646 38	\$101,162,671 80
Revolving Fund State Treasure-Trustee-Federal Pension Fund Cash trust. Accounts receivable. Store Work in process. Clearing account.		35,000 00 11,316 31 1,862 86 252,332 41 93,208 03 9,283 39			35,000 00 12,105 09 1,099 37 422,500 67 69,452 39 6,077 35 1,454 66	
Total current assets Sinking funds—Second San Francisco Seawall. Third San Francisco Seawall. India Basin Francisco Seawall.		\$1,880,215 67 1,018,431 70 190,253 03	\$2,247,494 18		\$1,660,498 89 821,651 55 169,041 02	\$3,296,195 66
Total sinking funds. Total assets			\$3,088,900 40			\$2,651,191 46 \$107,110,058 92

iunded debr— India Basin bonds issued and outstanding. Second San Francisco Seawall bonds issued and outstanding. Third San Francisco Seawall bonds issued and outstanding.		\$853,000 00 9,000,000 00 9,450,000 00			\$853,000 00 9,000,000 00 9,250,000 00	
Total funded debt			\$19,303,000 00			\$19,103,000 00
Current liabilities— Claims payable: San Francisco Harbor Improvement Fund	\$78,042 20 24,323 08	\$102,365 28		\$86,651 38 24,955 76	\$111,607 14	
Bond interest accrued Special depositors Liability to Federal Pension Fund		386,060 00 1,862 86 11,316 31			382,060 00 1,099 37 12,105 09	
Total current liabilities			\$501,604 45			\$506,871 60
Total liabilities			\$19,804,604 45			\$19,609,871 60
Net assets over liabilities			\$87,998,587 47			\$87,500,187 32
SURPLUS AND RESERVES Surplus for replacement of facilities and retirement of bonds— Balance at beginning of period— Add net income for the period— Less prior year adjustments—	\$274,491 69 23,461 21	\$7,703,540 35 297,952 90		\$649,177 67 16,883 80	\$7,071,246 48 632,293 87	
Balance in surplus end of period		\$8,001,493 25			\$7,703,540 35	
serves— For depreciation		\$15,761,291 17			\$15,761,291 17	
Total earned surplus and reserves.  Property valuation surplus. Federal P.W.A. grants		\$23,762,784 42 63,567,544 00 668,259 05			\$23,464,831 52 63,571,827 51 463,528 29	
Total surplus and reserves			\$87,998,587 47			\$87,500,187 32

# BOARD OF STATE HARBOR COMMISSIONERS FORT MASON TUNNEL ACCOUNT— ACCOUNT I. SCHEDULE I

Analysis of Account Showing Liquidation to June 30, 1938, of the cost of that section of the Fort Mason Tunnel within the Confines of the Fort Mason Military Reservation in Accordance with the Agreement between the Board of State Harbor Commissioners and the United States Government.

#### EXCERPTS FROM THE AGREEMENT REFERRED TO:

SECTION 3. "That all freight of the United States, or freight originating or incident to any portion of the region to the east or west of Fort Mason passing through the tunnel shall pay, in addition to an equitable track and switching charge, a tunnel charge of \$10.00 per car."

Section 5. "All tunnel charges shall be applied toward paying the cost of the work \* \* \* including interest at 5 per cent per annum, and as soon as that sum has been paid said charges will cease and thereafter there shall be no further tunnel charges. If unforeseen or unusual conditions or accidents shall at any time make a further charge necessary or equitable, it shall be governed by additional regulations of the Secretary of War."

	Cost	Interest charges	Tunnel toll credits	Balance
Cost of that section of the tunnel within the confines of the Fort Mason Military Reser-				
vation—per Chief Engineer's figures at date of	0272 140 20			
acceptance—October 22, 1914	\$273,149 38	CO 44/ 42	*** COO OO	6274.007.00
June 30, 1915		\$9,446 42	\$8,500 00	\$274,095 80
June 30, 1916		13,704 79	18,155 00	269,645 59
June 30, 1917		13,482 28	14,705 00	268,422 87
June 30, 1918		13,421 14	33,970 00	247,874 01
June 30, 1919		12,393 70 10.996 39	40,340 00 23.020 00	219,927 71 207,904 10
June 30, 1920		10,996 39		189,995 30
2			28,304 00 13.000 00	
June 30, 1922 June 30, 1923		9,499 <i>77</i> 9,324 <i>75</i>		186,495 07 185,809 82
7 00 100 1		9,324 /3	10,010 00	185,360 31
7		9,290 49	9,740 00 12,520 00	182,108 33
June 30, 1926		4,461 98	10,920 00	175,650 31
		8,737 42	8,920 00	175,467 73
		8,677 76	10,830 00	173,315 49
June 30, 1929		8,621 41	8,840 00	173,096 90
June 30, 1930		8,632 04	8,230 00	173,498 94
June 30, 1931		8,608 48	9,520 00	172,587 42
June 30, 1932		8,616 49	7,620 00	173,583 91
June 30, 1933		8,673 03	9,210 00	173,046 94
June 30, 1934		8,487 98	13,060 00	168,474 92
June 30, 1935		8,253 56	13,610 00	163,118 48
June 30, 1936		8,012 89	11,690 00	159,441 37
June 30, 1937		7,755 31	15,830 00	151,366 68
June 30, 1938		7,392 86	12,420 00	146,339 54
Totals	\$273,149 38	\$226,154 16	\$352,964 00	\$146,339 54

<sup>\*</sup> The balance due is part of the Accounts Receivable as shown in Account I.

### BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE II-A Third San Francisco Seawall Sinking Fund Balance Sheet as of June 30, 1938

Investments as follows—Bonds	Date of issue	Rate	Number bonds	Par value	Amount
ASSETS  Harbor Improvement	7/ 2/15 7/ 3/11 7/ 3/17 11/ 3/21 9/ 3/22 5/ 3/23 10/ 3/23 5/ 3/24 1/ 2/29 1/ 2/29 1/ 2/29 1/ 2/29 1/ 2/29 1/ 2/27 1/ 5/15 5/ 1/28 2/ 1/31 6/ 1/31 10/ 1/31 12/ 1/31 4/ 1/32	4% 4% 4% 4½% 4½% 4¼% 4½% 4½% 4½% 4½% 4½% 4½% 4½% 4½% 4½% 4½	94 208 33 44 2 7 41 83 30 2 6 1 1 20 118 1 24 25 9 1 2 2 1 1 2 5 2 2 7	\$1,000 00 1,000 00	\$94,000 00 208,000 00 33,000 00 44,000 00 2,000 00 41,000 00 83,000 00 30,000 00 2,000 00 1,000 00 24,000 00 24,000 00 25,000 00 25,000 00 1,000 00 25,000 00 1,000 00 2,000 00 2,000 00 1,000 00 2,000 00 1,000 00 2,000 00 1,000 00 2,000 00 2,000 00
Add— Premiums paid Accrued interest paid				\$110,107 11 6,259 31	
Total Less discounts				\$116,366 42 06	116,366 36
TotalCash on hand					\$828,366 36 190,065 34
Total assets					\$1,018,431 70
LIABILITIES Bond interest payable July 2, 1938					189,000 00
Net Sinking Fund assets					\$829,431 70

#### BOARD OF STATE HARBOR COMMISSIONERS-ACCOUNT I. SCHEDULE II-B

## Statement of Third San Francisco Seawall Sinking Fund Transactions from July 1, 1936, to June 30, 1938

Sinking Fund balance July 1, 1936				\$172,147 68
Accretions to Sinking Fund:  Cash transferred from Harbor Improvement Fund- For bond interest				1,067,336 03
Interest earned on securities				43,788 75
Total accretions and balance				\$1,283,272 46
Disbursements from Sinking Fund:  Bond interest paid	\$60,735 73		\$726,000 00	
Total Less discounts				
		63,207 12		
Net disbursements for investments			\$367,207 12	
Total disbursements				\$1,093,207 12
Balance June 30, 1938				\$190,065 34

## BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE III-A Second San Francisco Seawall Sinking Fund Balance Sheet as of June 30, 1938

Investments as follows:	Date of issue	Rate	Number of bonds	Par value	Amount
Bonds  San Francisco Harbor Improvement San Francisco Harbor Improvement Highways Holymays Highways Highways Holymays Highways Hi	7/ 2/15 7/ 3/11 7/ 3/17 7/ 3/21 11/ 3/21 9/ 3/22 5/ 3/23 5/ 3/24 1/ 2/29 1/ 2/29 1/ 2/29 1/ 2/27 1/ 5/15 2/ 1/24 5/ 1/25 2/ 1/24 5/ 1/25 2/ 1/28 2/ 1/28 1/ 2/27 1/ 2/31 1/ 31 1/	4% 4% 4% 4% 4% 534% 414% 414% 414% 414% 414% 414% 414% 4	223 270 104 96 5 14 33 80 119 53 17 7 2 28 191 55 103 24 19 2 5 2 2 27 6 13 9 9 18 5 19 10 10 10 10 10 10 10 10 10 10 10 10 10	\$1,000 00 1,000 00	\$223,000 00 270,000 00 104,000 00 96,000 00 5,000 00 14,000 00 80,000 00 119,000 00 17,000 00 2,000 00 25,000 00 55,000 00 13,000 00 24,000 00 24,000 00 25,000 00 13,000 00 24,000 00 2,000 00 15,000 00 18,000 00 13,000 00 27,000 00 18,000 00 18,000 00 18,000 00 18,000 00 18,000 00 18,000 00 18,000 00 18,000 00 18,000 00 18,000 00 18,000 00 18,000 00 18,000 00 18,000 00 10,000 00
Add— Premiums paid				\$163,221 76 12,015 88 \$175,237 64 4,974 24	\$170,263 40
TotalCash on hand					\$1,699,763 40 180,452 27
Total assets					\$1,880,215 67
LIABILITIES Bond interest payable July 2, 1938					180,000 00
Net Sinking Fund assets June 30, 1938					\$1,700,215 67

#### BOARD OF STATE HARBOR COMMISSIONERS-ACCOUNT I. SCHEDULE III-B

## Statement of Second San Francisco Seawall Sinking Fund Transactions July 1, 1936, to June 30, 1938

Sinking Fund balance July 1, 1936				\$180,788	21
Accretions to Sinking Fund:  Cash transferred from Harbor Improvement Fund— For bond interest For bond redemptions				1.041.428	56
Bonds matured and redeemed				4,000 110,628	00
Total accretions and balance				\$1,336,845	52
Disbursements from Sinking Fund: Bond interest paid			\$720,000 00		
Add— Premiums paid Accrued interest paid	\$75,315 61 2,577 64				
Total Less discounts					
200 01000011011111111111111111111111111		77,893 25			
Net disbursements for investments			\$436,393 25		
Total disbursements				\$1,156,393	25
Balance June 30, 1938				\$180,452	27

## BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE IV-A India Basin Sinking Fund Balance Sheet as of June 30, 1938

Investments as follows—Bonds	Date of issue	Rate	Number of bonds	Par value	Amount
San Francisco Harbor Improvement. San Francisco Harbor Improvement. Highways Holians Highways Holians Highways Holians Highways Holians Highways Holians Holians Holians Holians Sacramento State Buildings State and University Buildings State and University Buildings University Buildings University Buildings University Buildings Veterans' Welfare	7/ 2/15 7/ 3/11 7/ 3/17 7/ 3/21 11/ 3/21 9/ 3/22 5/ 3/23 5/ 3/24 1/ 2/11 1/ 2/29 1/ 2/29 1/ 2/27 1/ 2/27 1/ 5/15 2/ 1/28 2/ 1/31 6/ 1/31	4% 4% 4% 4% 41/5% 5\$4% 41/4% 41/4% 41/4% 41/4% 41/4% 41/4% 41/4% 41/4% 41/4% 41/4% 41/4% 41/4% 41/4% 41/4%	14 30 14 4 1 1 2 12 9 8 3 1 1 3 26 4 12 2 3 10 2 2 3	\$1,000 00 1,000 00	\$14,000 00 30,000 00 14,000 00 4,000 00 1,000 00 1,000 00 2,000 00 8,000 00 3,000 00 13,000 00 12,000 00 2,000 00 2,000 00 3,000 00 2,000 00 2,000 00 3,000 00 2,000 00 3,000 00 2,000 00 3,000 00 2,000 00 2,000 00 2,000 00 2,000 00 2,000 00
Total bonds at par  Add— Premiums paid					\$155,000 00 16,491 02 \$171,491 02 18,762 01 \$190,253 03
LIABILITIES Bond interest payable July 2, 1938					17,060 00
Net Sinking Fund assets					\$173,193 03

### BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE IV-B Statement of India Basin Sinking Fund Transactions from July 1, 1936, to June 30, 1938

Sinking Fund balance July 1, 1936					\$17,101 52
Accretions to Sinking Funds:					
Cash transferred from Harbor Improvement Fund— For bond interest For bond redemptions	<b></b>			\$68,240 06 30,249 33	98,489 39
Bonds matured and redeemed					2,000 00
Interest earned on securities					11,330 00
Total accretions and balance					\$128,920 91
Disbursements from Sinking Fund:					
Bond interest paid				\$68,240 00	
Security investments at par			\$35,000 00		
Add—					
Premiums paidAccrued interest paid	\$6,677 241				
Accrued interest paid	241	41			
TotalLess discount					
Less discoulit			6,918 90		
Net disbursements for investments				41,918 90	
Total disbursements					110,158 90
Balance June 30, 1938					\$18,762 01

### BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Land			
Seawall lots and other lands:			
Seawall lot	300	\$1 00	\$1 00
Seawall lot	301	67,500 00	67,500 00
Seawall lot	302	131,250 00	131,250 00
Seawall lot	303	199,875 00	199,875 00
Seawall lot	311	200,000 00	200,000 00
Seawall lot	312	25,000 00	25,000 00
Seawall lot	313	120,000 00	120,000 00
Seawall lot	314	110,000 00	110,000 00
Seawall lot	315	150,000 00	150,000 00
Seawall lot	316	50,000 00	50,000 00
Seawall lot.	317	325,000 00	325,000 00
Seawall lot	318	145,000 00	145,000 00
Seawall lot	319	25,000 00	25,000 00
Seawall lot	320	28,500 00	28,500 00
Seawall lot	321	262,500 00	262,500 00
Seawall lot	322	440,000 00	440,000 00
Seawall lot	323	20.000 00	20,000 00
Seawall lot	324	300,000 00	300,000 00
Seawall lot	325	505,000 00	505,000 00
Seawall lot	326	25,000 00	25,000 00
Seawall lot	327	96.888 18	96,888 18
Seawall lot	328	107,176 00	107,176 00
Seawall lot	329	51.180 50	51,180 50
Seawall lot	330	342.275 50	342,275 50
Seawall lot	331	51.187 50	51.187 50
Seawall lot	332	366,727 50	366,727 50
Seawall lot	333	397,399 50	397,399 50
Seawall lot	334	489,865 50	489,865 50
Seawall lot	335	69,414 00	69,414 00
Seawall lot	336	851,161 00	851,161 00
Seawall lot	337	2,302,690 50	2,302,690 50
Seawall lot	338	317,300 00	317,300 00
Seawall lot	339	13,500 00	13,500 00
Seawall lot	340	610,000 00	610,000 00
Seawall lot	342	28,750 00	28,750 00
Seawall lot	343	16,546 24	16,546 24
Seawall lot, purchased	344	857,211 22	857,211 22
Seawall lot, Reclamation No. 1	344	16,978 82	16,978 82
Seawall lot, Reclamation No. 2	344	450,217 51	436,394 72
Clay and Merchant streets		150,000 00	150,000 00
Clay and ivicidiant streets		170,000 00	170,000 00
Total seawall lots and other lands		\$10,716,095 47	\$10,702,272 68
Submerged lands inside of solid fill line		4,914,598 95	4,914,598 95
Submerged lands inside of solid fill line		28,875,957 90	28,875,957 90
Reclaimed lands in El Embarcadero		31 00	31 00
Submerged lands in all other streets.		37 00	37 00
Obbininges faires in an other streets		<i>77</i> 00	37 00
Total land.		\$44,506,720 32	\$44,492,897 53
		4.1,700,720 72	Ψ11,176,077 /)

# BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Substructures		ended	ended
Total pier and wharf substructures		\$19,835,677 45	\$19,095,096 58

#### BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Buildings and structures— Pier and wharf superstructures:			
Pier shed	1	\$154,549 97	\$154,549 97
Pier shed	3	122,276 55	122,276 55
Pier shcd	5	39,032 09	38,750 86
Pier shed	9	71,739 01	71,739 01
Pier shed	(New) 9-19	189 55 16.427 03	189 55 16,427 03
Pier shed.	(14eW) 9-19	57,914 57	57,914 57
Picr shed	14	121,601 48	121,601 48
Pier shed	(New) 15	143,252 74	143,252 74
Pier shed	16	106,807 08	106,745 40
Pier shed	17	84.227 09	84,227 09
Pier shed	18	121,444 26	121,444 26
Pier shed	(New) 19	4,524 02	4,524 02
Pier shed	(Old) 19	4,724 10	4,724 10
Pier shed	(New) 9-19	317,344 89	-,
Pier shed	20	54,632 49	52,305 81
Pier shed	22	97,904 83	52,305 81 97,904 83
Pier shed	(New) 23	146,163 34	149,102 67
Picr shed	24	130,752 85	130,706 59
Pier shed	25	57,841 69	57,841 69
Pier shed	26	194,930 82	194,930 82
Pier shed	27	40,032 67	40,032 67
Pier shed	28	131,767 26	131,767 26
Pier shed	29	173,927 07	173,927 07
Pier shed	30	234,824 15	234,824 15
Pier shed	31	91,357 75	91,357 75
Pier shed	32	203,267 64	203,267 64
Pier shed	33	115,942 40	115,942 40
Pier shed	34	23,903 60	23,903 60
Pier shed	35	264,882 96	264,882 96
Pier shed	36 37	56,254 59	56,254 59
Pier shed	38	153,381 01 193,558 40	153,381 01 193,558 40
Pier shed	39	94.618 83	94.618 83
Pier shed	40	159,802 26	159,802 26
Pier shed	41	111,457 75	111,457 75
Pier shed	42	88.900 13	88,900 13
Pier shed	43	5,084 83	5,084 83
Pier shed	44	5,084 83 127,089 69	122,755 93
Pier shed	45	415,638 37	415,638 37
Pier shed	46	104,314 90	31,570 98
Pier shed	48	256,638 73	241,674 84
Fishermen's Wharf, miscellaneous.	49	6,880 58	6,880 58
Taylor Street Markets	49	12,300 01	12,300 01
Booth Fisheries	49	18,381 37	18,381 37
Barge Office, S.W. Lot C.	49	12,744 80	12,744 80
Crab Fishermen's Building	49	8,183 65	8,183 65
Boat Builders' Shop	49	12,295 36	12,295 36
Borzonne Building Net House and Sardine Association Office	49	21,112 74	21,112 74
Net House and Sardine Association Office	49	2,438 81	2,438 81
Fishermen's Grotto	49	8,454 02	8,454 02
Pier shed	50	230,190 01	213,215 06
Pier shed	52 54	2,109 00 63,120 45	2,109 00 63,120 45
Pier shedState Products Terminal	56	460,106 18	460,106 18
Pier shed	58	273 00	273 00
Pier shed	62	1.406 81	906 81
Pier shed	64	339 39	339 39
Pier shed	90	248,812 07	248,812 07
State Refrigeration Terminal	156	296,064 29	289,537 04
g	.,0		20.,
Total pier and wharf superstructures		\$6,500,137 98	\$6,066,972 80

# BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Ferry slip substructures— Passenger ferry slip substructures	200 201 202 203 204 205 206 207 208 209 210 250 260 261	\$133,788 57 20,363 56 50,429 75 49,611 54 72,624 69 107,362 34 50,252 26 131,500 96 139,876 00 118,080 94 124,218 68 334,991 95 31,295 24 62,375 82 83,473 22	\$133,788 57 20,363 56 50,429 75 49,611 54 72,624 69 107,362 34 50,252 26 131,500 96 139,876 00 118,080 94 124,218 68 334,991 95 31,295 24 62,375 82 83,468 72
Passenger ferry slip substructures Passenger ferry slip substructures	263 264	125,979 22 150,679 79	125,979 22 150,679 79
Total ferry slip substructures  Passenger ferry slip superstructures	200 202 203 204 205 206 207 208 209 210 250	\$1,786,904 53 \$34,946 02 2,320 09 8,101 39 11,216 70 3,018 64 5,284 84 5,677 27 12,891 50 17,854 05 12,856 15 13,082 87	\$1,786,900 03 \$34,946 02 2,320 09 8,101 39 11,216 70 3,018 64 5,284 84 5,677 27 12,891 50 17,854 40 12,856 15 13,082 87
Total ferry slip superstructures.  Ferry Building group— Main Ferry Building. Annex A. Annex B. Annex C. Viaduct over Embarcadero. Embarcadero Subway.  Total Ferry Building group.	275 276 277 278 279 280	\$127,249 87 \$879,295 18 19,844 20 113,506 80 270,293 53 36,556 44 289,802 60 \$1,609,298 81	\$127,249 87 \$879,295 18 19,844 20 113,506 86 270,293 53 36,556 44 289,802 60 \$1,609,298 81
Buildings on seawall lots— Buildings. Buildings. Cotton Terminal. Fish Meal Warehouse. Pile Boom. Boiler House.  Total buildings on seawall lots.	311 331 336 339 344 344	\$96 02 57,275 76 47,987 20 17,507 45 9,285 22 \$132,151 65	\$96 02 184 68 7,534 57 17,507 45 9,285 22 \$34,607 94

## BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Street lighting systems—			
Street lighting systems		\$42,351 69	\$41,559 35
Underground conduits—electrical		136,865 89	136,654 84
Seawalls—			
Rock breakwater	368	\$169,279 33	\$169,279 33
Seawall, Section B	369	210,379 96	210,379 96
Seawall, Section A	370	188,403 33	188,403 33
Seawall, Section 1	371	354,533 21	354,533 31
Seawall, Section 2	372	358.654 23	358.654 23
Seawall, Section 3	373	473,237 95	473,237 95
Seawall, Section 4	374	443,975 47	443,975 47
Seawall, Section 5	375	319,102 87	319,102 87
Seawall, Section 6	376	308,301 86	308,301 86
Seawall, Section 7	377	809,561 10	809.561 10
Seawall, Section 7	378	1.295,500 22	1.295.500 22
Seawall, Section 9-9A-9B	379	1,521,697 06	1,521,697 06
Seawall, Section 10	380	82.735 80	82.735 80
Seawall, Section 11–11A	381	195.451 86	
	382		195,451 86
Seawall, Section 12	383	211,294 97 318,916 28	211,294 97
			318,916 28
Seawall, Section 14	384	412,789 32	412,789 32
Seawall, Section 15	385 386	344,283 87 260,771 10	344,283 87 260,771 10
Total seawalls		\$8,278,869 79	\$8,278,869 79
Street improvements, Embarcadero—			
Pavement Embarcadero, Section B.	369	\$44,341 64	\$44,341 64
Pavement Embarcadero, Section A.	370	25.238 39	25,238 39
Pavement Embarcadero, Section I	371	55,797 84	55,797 84
Pavement Embarcadero, Section 2	372	35,140 46	35,140 46
Pavement Embarcadero, Section 3	373	40,515 96	40,515 96
Pavement Embarcadero, Section 4	374	47,705 24	47,705 24
Pavement Embarcadero, Section 5	375	50,527 64	50,527 64
Pavement Embarcadero, Section 6	376	53,419 41	53,419 41
Pavement Embarcadero, Section 7	377	83,950 17	83,950 17
Pavement Embarcadero, Section 8-8A-8B	378	93,664 31	93,664 31
Pavement Embarcadero, Section 9–9A–9B	379	190,336 85	190,336 85
Pavement Embarcadero, Section 10	380	30.194 33	30.194 33
Pavement Embarcadero, Section 11–11A	381	43,281 05	43,281 05
Pavement Embarcadero, Section 12	382	84,508 11	84,508 11
Pavement Embarcadero, Section 13–13A	383	47.873 89	47,873 89
Pavement Embarcadero, Section 14	384	19,100 44	19.100 44
Pavement Embarcadero, Section 15	385	6,231 74	6,231 74
Pavement Embarcadero, Section 16	386	2,789 31	2,789 31
Total improvements, Embarcadero		\$954,616 78	\$954,616 78

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended	Fiscal year ended
		June 30, 1938	June 30, 1937
Street improvements on other streets—			
Pavement Fishermen's Wharf	49	\$4,948 92	\$4,948 92
Pavement Taylor Street	49	1,761 00	1,761 00
Pavement Third Street	56	3,782 77	3,782 77
Pavement Jefferson Street	300	814 22	814 22
Pavement Taylor Street	301	1,741 00	1,741 00
Pavement Jefferson Street near Hyde	303	14,264 26	14,264 26
Pavement Beach and Powell Streets	311	9,856 41	9,856 41
Pavement Beach and Stockton Streets	312	4,633 45	4,633 45
Pavement Grant Avenue and North Point	313	9,214 41	9,214 41
Pavement Grant Avenue, Kearney and Bay	314	7,322 16	7,322 16
Pavement Bay, Francisco and Montgomery	315	5,402 29	5,402 29
Pavement Francisco and Montgomery	316	2,493 22	2,493 22
Pavement Sansome, Montgomery, Francisco and Chestnut		· '	
Streets	317	8.679 02	8.679 02
Pavement Sansome, Lombard and Chestnut Streets	318	5,816 31	5,816 31
Pavement Battery and Greenwich Streets	319	2,727 96	2,727 96
Pavement Front and Union Streets	320	2,685 18	2,685 18
Pavement Front and Green Streets	321	5,772 07	5,772 07
Pavement Green, Front and Vallejo Streets	322	10.786 91	10,786 91
Pavement Vallejo and Davis Streets	323	2,428 85	2,428 85
Pavement Vallejo, Davis and Broadway	324	8,726 83	8,726 83
Pavement Pacific, Davis and Broadway	325	10.722 49	10,722 49
Pavement Pacific Street	326	2,250 46	2,250 46
Pavement Folsom and Steuart Streets	327	3,181 34	3,181 34
Pavement Spear Street	328	11.019 65	11.019 65
Pavement Bryant Street		8,191 11	8.191 11
Pavement Beale, Main and Bryant Streets	330	20,361 14	20,361 14
Pavement Fremont and Brannan Streets	331	4.523 01	4,523 01
Pavement Brannan and First Streets	332	29.390 22	29,390 22
Pavement King, Gale and Townsend	333	7,501 62	7,501 62
Pavement King, Second and Berry Streets	334	20.254 16	20.254 16
Pavement Berry Street	335	3.198 75	3.198 75
Pavement Berry Street		17,718 95	17,718 95
Pavement Third and Fourth Streets	337	32,453 62	32,453 62
Pavement Sixteenth and Illinois Streets		17.796 11	17.796 11
Pavement Illinois Street		21,600 00	21,600 00
Pavement Third Street	344	3,600 00	3,600 00
1 avenuent Timo Otrect	744	7,000 00	7,000 00
Total street improvements on other streets		\$327,619 87	\$327,619 87
Street improvements on seawall lots—			
Pavement on Lot D	300	\$2,205 84	\$2,205 84
Pavement on Lot 301	301	4,192 41	4,192 41
Pavement on Lot 302	302	2,249 80	2,249 80
Pavement on Lot 321	321	2,301 73	2,301 73
Taronone on Bot 721	721	2,301 /3	2,701 / 7
Total street improvements on seawall lots		\$10,949 78	\$10,949 78

### BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Belt Railroad— Third Street Bridge Tracks and Paving. Fort Mason Tunnel. Round House Fuel and Sand Station. Garage. Platform Lot 1 Office Building Lot 9. Office Building and Platform Lot 5 Shed and Platform Lot 11		\$316,964 49 1,038,163 90 52,802 21 46,901 90 27,507 03 237 57 2,772 61 500 00 4,341 87 2,926 30	\$316,964 49 1,028,578 27 52,802 21 46,901 90 27,507 03 237 57 2,772 61 500 00 4,341 87 2,926 30
Shed and Platform Lot 12		10,295 64 184 68	10,295 64
Total Belt Railroad		\$1,503,598 20	\$1,493,827 89
Total buildings and structures		\$41,246,292 29	\$39,964,224 33
Equipment— 3-1 Office administration—Communication: Total 3-1-1 office furniture and equipment Total 3-1-2 office machines and mechanical equipment.		\$39,973 42 \$20,372 86	\$39,083 17 \$18,308 35
3-2 Transportation— Total 3-2-1 motor vehicles Total 3-2-3 steam railroad equipment Total 3-2-4 floating equipment. Total 3-2-5 other transportation equipment		\$47,552 49 \$224,908 57 \$60,239 07 \$1,904 01	\$43,441 38 \$222,388 64 \$60,207 29 \$1,904 01
3-3 Subsistence of persons— Total 3-3-1 food preparing and serving equipment Total 3-3-3 household furniture and equipment Total 3-3-5 other equipment		\$51 50 \$18 52 \$23 18	
3-5 Education and scientific work— Total 3-5-1 library stock. Total 3-5-4 laboratory equipment, etc Total 3-5-7 other scientific and education equipment		\$1,232 48 \$7,362 25 \$34 60	\$1,216 00 \$7,240 29 \$34 60
Construction, maintenance and protection of property—     Total 3-6-2 equipment for concrete masonry and roadway surfacing.      Total 3-6-3 machine shop and metal working equip-		\$806 35	\$778 00
ment and tools Total 3-6-4 woodworking machinery and carpenter-		\$9,485 97	\$9,482 13
ing tools.  Total 3–6–5 painting equipment  Total 3–6–6 highway maintenance and construction		\$18,512 58 \$2,542 51	\$18,504 88 \$2,522 90
equipment not otherwise specified		\$20,812 33 \$28,186 50 \$17 88	\$20,812 33 \$28,121 75 \$17 88
and protection of property not otherwise specified		\$449,889 23	\$449,552 04
Total equipment		\$933,926 30	\$923,615 64
Grand total	=	\$86,686,938 91	\$85,380,737 50

#### BOARD OF STATE HARBOR COMMISSIONERS-ACCOUNT I. SCHEDULE VI

Summary Statement of Property and Equipment Acquired During Fiscal Years 1937-1938 and 1936-1937 From Various Funds and Retirements, Losses and Transfers for the Same Period

	July 1, 1937, to June 30, 1938	July 1, 1936, to June 30, 1937
Acquisitions from revenue funds—		
Land	\$13,822 79	\$5,788 42
Buildings and structures	198,570 26	80,381 87
Equipment	17,163 97	21,389 11
Total acquisitions from revenue funds	\$229,557 02	\$107,559 40
Acquisitions from bond funds— Third Seawall Fund:		
Buildings and structures	\$1,120,264 50	\$476,060 52
Total acquisitions from bond funds and P.W.A. funds	\$1,120,264 50	\$476,060 52
Total acquisitions	\$1,349,821 52	\$583,619 92
Deduct—		
Retirements and losses:		
Buildings and structures	\$40,946 80	\$237,776 82
Less depreciation accumulated in prior years		87,760 84
	\$40,946 80	\$150,015 98
Equipment	6,853 31	9,120 64
Total retirements and losses	\$47,800 11	\$159,136 62
Add-		
Transfers:		
Buildings and structures	\$4,180 00	
Total transfers	\$4,180 00	
Property and equipment increase	\$1,306,201 41	\$424,483 30



BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II

Comparative Statement of Income and Expense for the Fiscal Year Ended June 30, 1938, and June 30, 1937

	1	-		C ( (	fort too our	
	Fiscal	Fiscal year ended June 30, 1938	0, 1938	Fiscal	Fiscal year ended June 30, 1937	, 1937
Revenue Operating— Dockage Tols. Wharf demurrage. Wharf demurrage. Switching. Switching. Cran e and other equipment rental Surday switching. Other revenue. Hire of freight cars—credit.	\$219,483 22 662,921 80 141,444 56 1,111,231 90 4,224 00 1,080 00 1,080 00 1,080 00 1,020 00 245 28 245 28			\$253.747 85 689,932 81 169,069 54 11,177,653 02 146,115 25 8,097 00 1,162 50 1,162 50 1,162 50 2,173 29 4,884 00		
Total operating revenue. Less refunds and allowances.  Total net operating revenue.	\$2,455,373 16	\$2,427,480 91		\$2,634,780 28	\$2,618,046 52	
Nonoperating— Overhead credit account. Overhead credit account. Power service and current sales. Cash discount earned. Interest carned. Rental equipment. Miscellancous. Laboratory service.	\$4,022 94 25,278 78 2,587 04 7,604 24 1,989 75 1,256 49 1,069 90			\$4,448 98 30,435 93 3,233 04 8,616 51 3,809 63 507 68		
Total nonoperating revenue	\$43,789 14			\$51,051 77		
Total revenue.			\$2,471,270 05			\$2,669,098 29

	\$1,542,812 05	\$1,126,286 24		291,790 89	\$1,418,077 13		\$768,899 46	\$649,177 67
\$149,599 05 492,917 38 543,522 85 88,988 58 247,243 72 20,535 47			\$127,350 00 88,728 39 75 517 50			\$755,253 39 13,646 07		
	\$1,545,132 90	\$926,137 15		\$121,560 00	\$1,047,697 15		\$773,205 46	\$274,491 69
84,0 84,0 84,0 84,0 84,0 84,0 84,0 84,0			00	8		22 28 96		
\$156,399 68 476,785 64 574,126 80 98,090 50 237,577 44 22,152 84			\$31,525 00			\$767,942 22 5,153 28 		ا بر
Administration  Port operating  Port maintenance.  Belt Railroad:  Maintenance of way, structures and equipment  Conducting transportation.	Total expense	Net income from all operations	Additions— Bond sales premium Fire losses.	Interest earnings from sinking funds  Toral additions	Total	Deductions— Bond interest and discount. Uncollectible accounts receivable. Fire profit and loss.	Total deductions	Surplus to accumulated excess income for replacement of facilities and retirement of bonds

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE I

Comparative Statement of Analysis of Income from Operations for the Fiscal Year Ended June 30, 1938, and June 30, 1937

		To	Totals	Rer	Rentals	Dool	Oockage	To	Tolls	Wharf demurrage	murrage
¥	Account number	1938	1937	1938	1937	1938	1937	1938	1937	1938	1937
Pier										\$67.38	
Pier	3	33,105 34	33,208 99	22,067 94	22,385 44	7,381 30		3,656 10	3,491 90		128 95
Pier	2									1	
Pier	7									33 35	
Pier	6				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					3 50	
Pier 1	1			1		1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	986 17	1	19 26
Pier 1	4	46,741 58	46,603 98	45.320 28	45,320 28	1,364 00	1,235 00	57 30	48 70		
Pier 1	5			11,091 72				11,668 88			
Pier 1	9			14,826 59							
Pier 1	7			12,344 11				3,835 80	5,342 71	458 06	172 76
Pier 1	8			6,292 84							
Pier 1	6			1,612 28							
Pier 2	0			12,795 30							
Pier 2	1			180 00		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- 1			1	
``	2			1,836 00			3,939 90				
` '	23			10,447 32							
	4			10,391 28			988 40				
	25			13,424 76			5,912 50				
	-9			16,348 68			7,857 30			3,342 86	
•	7		5,906 30	676 94			2,399 80				
•	28		37,396 28	9,294 12			6,445 60				
•	6		34,990 13	18,081 12			3,414 40			ч.	
	0		86,777 16	23,330 64			10,920 05				
	1		31,742 95	8,637 36			6,538 40				
	2		61,181 52	16,309 32			7,109 25				
	3		30,089 18	10,189 92			3,990 95				
	4		16,958 00	7,728 48			1,431 00				
•	5		63,320 10	25,694 11			5,934 10				
	9		12,304 00	4,387 22			2,418 75				
	7		36,425 50	17,662 32			5,532 60				
•	8		39,361 64	15,949 80			7,136 45				
•	6		40,976 68	12,560 88			8,736 25				
-	0		39,562 87	13,280 88			5,414 75				
Pier 4	1		47,503 11	17,806 76			5,716 20				
Pier 4	2	40,965 86	46,009 06	11,705 40		4,171 00	12,951 05	24,558 83	20,438 79	530 63	913 82
Pier 4	3		13,187 65	5,285 00			1,986 90				
Pier 4	4		51,323 41	15,649 44			7,521 00 1				

	2,005 36	6,617 55	630 30 14 642 96				72 91	101			2 40	23,010 23	1,313 02	60,852 24																					\$169,069 54
11,366 24 8 00	2,531 36	1,036 03	10 748 09			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					19 03	28,767 15	6,159 17	54,100 99	-		-													1					\$141,444 56
	19,691 34 4.853 76				11,819 52		75 168 27			2,199 85	7,722 63	17,904 23	8,350 29		3,163 50	149 98					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		17,880 94	2 205 00	19.760 36	24,236 29	18,056 95	3,423 75	28,455 00	601 00					\$689,932 83
	19,554 74 3.882 38				12,340 71		25 448 20	07 044'77		2,887 59	5,954 12	20,898 42	10,366 64	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	09 8/6				;				14,231 /8		5 343 58										\$662,921 80
8,854 90 3,300 50	5,633 40 23.954 70				7,616 45		7 427 40					2,523 85		1		,			1								1	1		1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			\$253,747 85
4,786 45 2,784 35	4,101 75 27.266 50	3,428 25	00 778 9		7,045 27		7 510 25	1, 010, 1				3,477 70					1	1				;							1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			\$219,483 22
1,059 12 840 00 2,155 00	10,448 88 20.742 88	3,400 71	7 500 00	1,980 00	1,080 00	1,069 17	6,945 24	10 00	10.833 78	240 00	110 00	4,002 00	1,674 00		15,051 12	00 000'6	13,309 56	12,178 56	10,244 88	10,206 00	9,710 09	4,124 51	12,164 60	9,730 80	28 824 00	5,040 00	14,400 00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				235,583 33	74,076,04	*6 (70'+7	\$1,157,653 02
1,134 12 1,591 00 2,100 00	16,723 01 21.482 88	3,819 73	7,126 04	1,980 00	810 00	00 096	6,935 24	0# /17'/	10.833 78	240 00	120 00	3,725 00	1,742 64	1	4,412 78	00 000'9	13,309 56	11,851 92	10,244 88	10,206 00	9,581 76	360 00	4,004 00	9,121 80	77 687 34	5.040 00	14,400 00					221,723 25	102,309 17	2,309 28	\$1,111,231 90
36,202 79 9,977 02 2,155 00	37,778 98 49,561 34	34,734 66	39 261 11	1,980 00	20,515 97	1,069 17	6,945 24	00 01	10.833 78	4,917 85	10,389 38	47,440 31	15,196 31	60,852 24	18,214 62	9,149 98	13,309 56	12,178 56	10,244 88	10,206 00	9,710 09	4,124 51	30,051 54	9,730 80	48 584 36	29.276 29	32,456 95	3,423 75	28,455 00	601 00		235,583 33	174,936 13	¥6 (70°+7	\$2,270,403 24
34,654 78 8,133 52 2,100 00										5,252 64										10,206 00					33 075 97				26,089 55			221,723 25	102,209 17	2,309 28	\$2,135,081 48
Pier 45	Pier 48.				Pier 60			Pier 68	Pier 70		Pier 88		Pier 92	Pier 156	Slip	Ferry Slip 201	Ferry Slip 202	Ferry Slip 203	Ferry Slip 204	Ferry Slip 205	Ferry Slip 206	Ferry Slip 207	Ferry Slip 208	Ferry Slip 209	Ferry Slip 250	Ferry Slip 260	Ferry Slip 261	Ferry Slip 262	Ferry Slip 263	Ferry Slip 264	Ferry Building and	annexes 2/5-2/8	Seawall lots 200-244	Clay and Embarcadero	Total port revenue \$2,135,081 48 \$2,270,403 24 \$1,111,231 90 \$1,157,653 02

Comparative Statement of Analysis of Income from Operations for the Fiscal Year Ended June 30, 1935, and June 30, 1937 BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE I—Continued

Wharf demurrage	1937						\$2,455,373 16 \$2,634,780 28 \$1,111,231 90 \$1,157,653 02 \$219,483 22 \$2553,747 85 \$662,921 80 \$689,932 83 \$141,444 56 \$169,069 54
Wharf d	1938						\$141,444 56
Tolls	1937						\$689,932 83
Ĕ	1938						\$662,921 80
Dockage	1937						\$253,747 85
Doc	1938				-		\$219,483 22
Rentals	1937						\$1,157,653 02
Rer	1938						\$1,111,231 90
Totals	1937	\$346,115 25	8,097 00	330 00	1,615 00	4,884 00	\$2,634,780 28
To	1938	\$308,602 90 \$346,115 25	4,224 00	427 50	1,020 00	4,692 00	\$2,455,373 16
A	Bound Hamber	Belt Railroad— Switching	Car storageTeam track rental	Crane and other equipment rental	Sunday switching service	Hire of freight cars—	Total operating revenue

Comparative Statement of Expenditures for Administration, Port Operation and Maintenance for the Fiscal Years Ended June 30, 1938, and June 30, 1937 BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE II

	1937		\$1 49,599 05
	Fiscal year ended June 30, 1937		\$131,689 49 158,851 50 23,133 11 5,230 05 22,080 05 9,152 36 79,456 91 63,323 91
	Fiscal y	\$26,468 12 16,206 58 21,820 68 38,155 96 6,338 47 7,530 59 11,021 32 2,689 68 13,115 10 6,23 17 19 22 19 24 19 24 19 24 10,894 37	
110 June 00, 170	1938		\$156,399 68
rocar rears mixed Jame 50, 1700, and Jame 50, 1700	Fiscal year ended June 30, 1938		\$148,047 09 113,476 58 24,919 01 6,724 78 25,228 66 10,839 04 82,775 24 64,771 04
rocar roars man	Fiscal y	\$25,536 68 18,127 75 26,578 88 40,395 88 40,395 71 6,645 72 7,677 24 7,677 24 2,531 17 6,187 63 4,316 93 13,695 03	
	Account	4 40 40 40 40 40 40 40 40 40 40 40 40 40	
		Administration Executives and assistants Administrative engineering Accounting General office expenses. Chief wharfinger's office. Law department. Traffic department. Traffic department. Preliminary engineering. Advertising and publicity. Advertising and publicity. Stationery and printing. Stationery and printing.	Total administration

Comparative Statement of Expenditures for Administration, Port Operation and Maintenance for the BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE II—Continued Fiscal Years Ended June 30, 1938, and June 30, 1937

riscar reads Enter Julie 50, 1750, and Julie 50, 1757	Fiscal year ended June 30, 1937	\$9,430.40 2,343.33.44 2,19,33.51 10,93.35.14 2,5,18.25 5,518.25 6,5,14.55 1,235.51 1,235.51 1,235.51 1,235.51 1,235.51 1,235.51 1,235.51 1,235.51 1,235.51 1,235.51 1,235.51 1,235.51 1,235.52 1,240.52 1	\$554,126 80	\$1,187,312 12 \$1,186,044 28	\$48,020 00 \$0,070 50 \$0,070 50 \$2,070 44,114 05
riscar rears truced					
	Account	dence de samences Sstruc- Lures de sea- de sea- mits and mits and		ration, nainte-	ay and ipment trans-
		PORT MAINTENANCE Total engineering. Total pier and wharf skeds. Total pier and wharf skeds. Total floats and appurtenances. Total floats and wharf substructures. Total deplopin buildings. Total deplopin buildings. Total deplopin buildings. Total dereging. Total floats. sewers and seawall lots. wall lots. Total fire protection. Total fire protection. Total floats. Total deregeout conduits and gents. Total dereges, ugs and scows. Total dereges, ugs and scows. Total chieves and derricks. Total allenders. Total chieves and derricks. Total allandies. Total allandies. Total allandies. Total allandies. Total allandies. Total alundies. Total undistributed expense.	Total port maintenance.	Total port administration, operation and maintenance	BELT RAILROAD  Total maintenance of way and structures.  Total maintenance of equipment Total cost of conducting transments.

		\$356,767 77
		\$20,535 47
\$4,507 57 4,605 00 1,395 22	238 64	
		\$357,820 78
		\$22,152 84
\$4,500 00 4,740 00 1,305 13	1,749 37	
5451 5452 5453 5454	5458 5460 5461 5461	
Administration— Salaries and expenses of general Office. Salaries and expenses of clerks and attendants. Ceneral office supplies and expenses.	Stationery and printing. Other expenses. Store expenses. Contributions to employees retirement system.	Total administration.  Total Belt Railroad

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT A

Statement of Tonnage by Months Over Wharves for the Fiscal Years 1936-1937, and 1937-1938

			Inbound					Outbound			
٠	Coast- wise	Inland waterway	Inter- coastal	Foreign	Total	Coast- wise	Inland	Inter- coastal	Foreign	Total	Grand
1936— Lily	64 089	781 177	63 400	74 784	485 650	75 362	120 472	60.154	100 631	120 007	000
August	61,793	312,882	51,408	95,160	521,243	71,542	123,997	78,319	161,773	435,631	956,874
October	56,580	294,898	70,032	105,538	527,048	43,093	137,503	91,459	166,529	467,964	1,030,519
November	18,627	190,389	5,266	24,493	238,775	10,566	100,681	15,397	46,025 7,926	172,669	411,444 294,932
1937—	2	020 121		too			3		1		
January	25,992	226,028	21,714	98/	326,772	13,073	92,454	17.629	17,080	122,607	307,168
March	63,259	246,327	74,687	124,993	509,266	50,463	104,468	88,435	203,884	447,250	956,516
May	56,157	240,501	66,302	103,910	466,870	34,691	104,852	57,596	145,945	343,084	809,954
June	71,24/	247,988	65,00	787'09	420,50	37,525	110,257	55,504	144,577	347,863	768,413
Totals, 1936-1937	557,756	2,919,308	169,693	836,742	4,883,497	491,061	1,310,945	615,195	1,463,684	3,880,885	8,764,382
1937— Luly	41 699	900 896	66 404	121 001	400 000	42756	104 227	702 73	307.071	274 474	73 640
August	44,754	275,579	64,076	96,610	481,019	43,780	114,035	66,720	175,121	399,656	880,675
October October	53,513	240,980	47,381 50,566	61,048	376,075	38,044	99,354	51,860	117,207	351.800	671,315
November	55,324 43.092	208,911	50,208	61,361	375,804	31,332	189,991	59,611	124,010	304,944	680,748
1938—											
JanuaryFebruary	46,566	198,624	40,510	67,829	353,529	22,099	67,689	55,067	112,315	257,170	610,699
March	41,781	168,976	39,911	55,837	306,505	31,193	55,879	52,540	120,202	259,814	566,319
May	49,576	149,000	36.983	52,744	315 468	20,000	54.074	50,774	110,905	271,857	548,977
June	48,655	209,852	50,498	59,074	368,079	37,311	63,313	36,885	131,682	269,191	637,270
Totals, 1937-1938	539,076	2,504,589	261,773	826,078	4,447,535	371,718	957,258	590,434	1,583,344	3,502,754	7,950,289
				-							1

#### BOARD OF STATE HARBOR COMMISSIONERS-EXHIBIT B

Summary Statement Showing Tons of Freight Discharged and Loaded over the State Wharves During the Forty-four Years from 1894 to 1938

Year		Tons
		3,729,367
1894–1895		3,848,461
1896–1897		3,657,219
1897–1898		3,894,362
1898–1899		4,154,543
1899–1900		4,646,157
1900–1901		5,048,831
1901–1902		4,890,679
1902–1903		5,203,485
1903-1904		5,528,048
1904-1905		5,292,113
1905-1906		5,748,992
1906–1907		6,802,793 6,468,527
1908–1909		6,325,078
1909–1910		6,866,148
1910–1911		6,629,122
1911–1912		6,798,726
1912–1913		7,528,965
1913–1914		7,253,896
1914–1915		7,947,117
1915–1916		8,900,255
1014 1017	9,389,417	
1916–1917 United States transport wharves, Western Sugar Refinery wharves, Beth-	9,369,417	
lehem Shipbuilding Corporation and U. S. Steel Products Co. wharves.	465,142	
icitemonipounding corporation and o. o. otech i roddets co. what vol. 1	407,142	9,854,559
1917–1918	9,707,612	2,071,777
United States transport wharves, etc.	550,000	
		10,257,612
1918–1919	8,678,791	
United States transport wharves, etc	519,678	
		9,198,469
1919–1920	8,916,798	
United States transport wharves, etc.	550,000	0.4// 500
1020, 1021	0.200.577	9,466,798
1920–1921	8,208,577	
United States transport wharves, etc	304,510	8,513,087
1921-1922	8,193,435	0,713,007
United States transport wharves, etc.	434,565	
Critical States transport writerves, etc.		8,628,000
1922–1923		10,087,936
1923-1924		10,607,309
1924-1925		10,099,336
1925-1926		10,652,076
1926–1927		11,131,850 10,854,087
1928–1929*		11,639,971
1929–1930*		12,448,242
1930–1931*		11,639,151
1931–1932*		9,578,118
1932–1933*		8,674,528
1933–1934*		9.026,604
1934–1935*		9,588,046
1935–1936*		9,626,909
1936–1937*		8,764,382
1937–1938*		7,950,289

<sup>\*</sup> Includes tonnage of inbound inland waterway and coastwise cargo reshipped which was not included prior to April, 1929.

STATEMENT SHOWING CONTRACTS UNDER WAY AT DATE OF LAST BIENNIAL REPORT AND SINCE COMPLETED BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT C

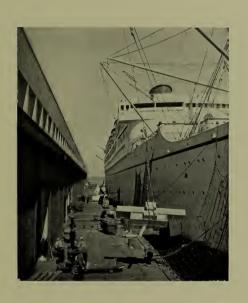
Contractor	Date of contract	Description	Contract price	Extras	Total	Date of completion
Healy Tibbitts Construction Co.	Dec. 10, 1935	ibbitts Construction  Dec. 10, 1935 Furnish material and construct bulkhead wharf at Piers 44 and 46, and make additions and betterments to Pier 46\$101,400_00	\$101,400 00	\$126 78	\$101,273 22	\$126 78 \$101,273 22 Oct. 22, 1936
Co	Dec. 10, 1935	Dec. 10, 1935 Furnish material and construct connecting wharf and building between Piers 24 and 26.	66,720 00	3,094 53	69,814 53	3,094 53 69,814 53 Oct. 7, 1936
o. oi Camornia	Jan. 13, 1930	rurnsh and install steel roung doors in the connecting wharf building between Piers 24 and 26	4,197 00	96 52		4,100 48 Oct. 20, 1936
A. D. Schader	May 26, 1936	May 26, 1930 Furnish material and construct paving and track work for the bulkhead wharf at Piers 44 and 46.	11,297 39		14,954 67	3,657 28 14,954 67 Nov. 5, 1936

STATEMENT SHOWING WORK CONTRACTED FOR AND COMPLETED WITHIN BIENNIAL PERIOD JULY 1, 1936, TO JUNE 30, 1938 BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT D

					,	-
Contractor	Date of contract	Description	Contract	Extras	Total	Date of completion
The Duncanson Harrelson Co.	Aug. 13, 1936	Furnish materials and reconstruct wharf on south side of Channel Street between Eifth and Sixth Streets	\$6.794.00	\$570.07	\$6.223 93	Oct. 20, 1936
Ben C. Gerwick, Inc.	۴, ا	<u>E</u> .			408,783 89	Jan. 13, 1938
A. W. Kitchen Barrett and Hilb	Oct. 17, 1936 Nov. 6, 1936	Furnish materials and construct Pier 9. Furnish materials and construct sheds for Piers 9 and 19.	267,672 00	6,477 60	274,209 42	Jan. 13, 1938 April 25, 1938
Kinnear Mfg. Co. of California	18,	Furnish and install steel rolling doors for the sheds of Piers 9 and 19	31,796 00	150 00	31.946 00	April 28, 1938
Pacific Pavements Co., Ltd	Feb. 19, 1937	Furnish materials and construct paving and track work for Piers 9 and 19.	44,528 06	5,187 35	49,715 41	
American Electric Construction Co.	Feb. 18, 1937	Furnish materials and construct electrical installation for Disease of and 10	16 434 00	297 00	16 731 00	April 28 1938
Scott Company	Feb. 18, 1937	Furnish material and install water pipes for Piers 9 and 19.  Wash and sample portions of shad and builthead building	5,637 00		5,637 00	
Fdwin Anderson		When any remove portions of sixo and outside containing on Pier 46.	3,967 00	458 40	4,425 40	April 21, 1937
		on Pier 46.	6,250 00	4 472 55	6,250 00	April 30,1937
Monson Brothers	July 8, 1937	Furnish material and reconstruct snee on Fiel 40 Furnish material and construct connecting wharf and building niers 35 and 37			90.418 27	May 13, 1938
J. W. Bender Roofing & Pav- ing Co.	Aug. 24, 1937	Furnish material and lay new roofing on the sheds of Piers		540 52	21 401 02	May 31 1938
Leo Epp.	Sept. 5, 1937	Furnish material and construct storage shed at seawall lot No. 29			40,789 06	Mar. 22, 1938
Frank J. Reilly Co	Oct. 8, 1937	Furnish material and construct connecting shed at outer end of Pier 48.	8,431 00	29 21	8,460 21	Jan. 13, 1938
Monson Brothers	Dec. 20, 1938	Furnish material and construct foundations for addition to State Products Terminal	48,748 00	1,045 79	49,793 79	June 8, 1938
A. W. Kitchen & Co	Jan. 19, 1938	Remove old Pier 11	15,397 00		15,397 00	Mar. 31, 1938

STATEMENT SHOWING WORK CONTRACTED FOR BUT NOT COMPLETED WITHIN THE BIENNIAL PERIOD JULY 1, 1936, TO JUNE 30, 1938 BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT E

Contractor	Date of contract	Description	Contract	Contract Payments to June 30, 1938
Leo Epp.	Mar. 22, 1938 May 2, 1938	Mar. 22, 1938 Furnish materials and reconstruct Shed A of Pier 50	\$32,377 00	\$16,196 59
The Cookson Company	June 22, 1938	Terminal  June 22, 1938 Furnish material and install steel rolling doors for addition to	155,990 00	
Otis Elevator Company	June 20, 1938	June 20, 1938 Furnish material and install elevator for addition to State	11,371 00	
Fair Manufacturing Co	June 21, 1938	June 21, 1938 Furnish material and construct track aprons for addition to State Products Terminal	1,492 00	



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